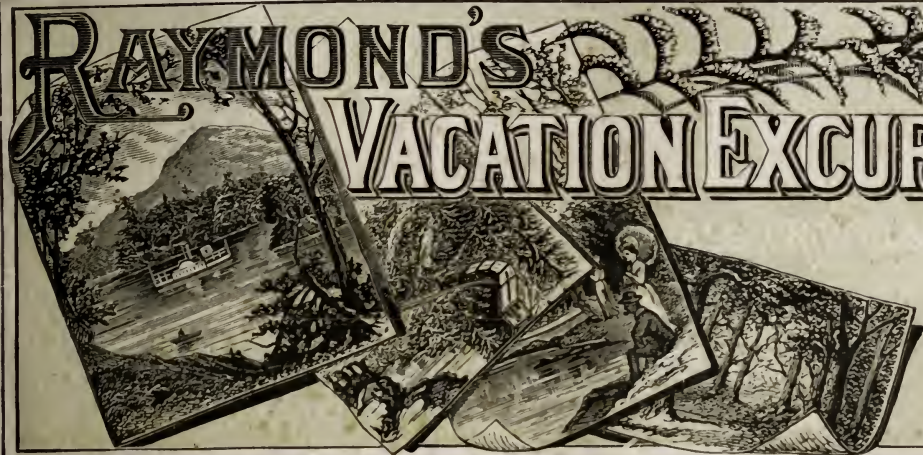


RAYMOND'S VACATION EXCURSIONS



Yellowstone

TOURS

THROUGH THE

YELLOWSTONE NATIONAL PARK

IN JULY, AUGUST, and SEPTEMBER, 1894,

AND ALSO TO

COLORADO, UTAH,

THE PACIFIC NORTHWEST AND CALIFORNIA.

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

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no. 62



- - SEASON OF 1894. - -

A SERIES OF SUMMER AND AUTUMN TOURS

—TO—

COLORADO,

The Yellowstone National Park,

The Pacific Northwest and
California.

Colorado, Utah and the Yellowstone National Park, page 9.

The Yellowstone National Park and return, page 61.

The Yellowstone National Park, the Pacific Northwest, California and Colorado, page 73.

Colorado, and return, page 111.

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



PICTURESQUE AMERICAN TOURS.

General Information Relating to Raymond & Whitcomb's Yellowstone, California, and Colorado Excursions.

TWO features of Raymond & Whitcomb's various excursions to the Yellowstone National Park, Colorado, and California, are of special importance. One is the employment of Pullman vestibuled sleeping cars of the latest pattern; the other, the use of dining cars wherever practicable. We were the first to run vestibuled trains through to the Pacific coast, and also the first to establish a dining-car service between the East and California. In the belief that our patrons demand everything possible in the way of first-class and elaborate service, we have made contracts with the Pullman Palace Car Company to provide these luxurious appointments — vestibuled sleeping cars and dining cars of the newest and most elegant designs — for all our direct excursions to California. The latest Pullman palace cars are also employed on the shorter trips to the Yellowstone National Park, to the Yellowstone Park and California, to Colorado, Utah, and the Yellowstone, or to Colorado and return direct. In some cases in which special Pullman dining cars are not employed, dining cars are operated by the various railroads over which our parties travel. In other instances excellent dining stations are provided.

Only two persons are placed in a section of the sleeping cars, every passenger being entitled to an entire double berth, half a section.

Our parties are always under the charge of competent conductors, who devote their entire time and attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, checked baggage is at all times cared for, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. Hand baggage in every case must be looked after by the owner, and it is advisable to take no more or heavier luggage of this description than can be conveniently carried into and out of cars, omnibuses, or hotels.

Suggestions with Regard to Joining a Party.

Persons desiring to join one of our excursion parties should send their names to be registered as early as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection. If circumstances afterward prevent the person from going, notice of the fact should be sent to us, and the name will be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger even then be prevented from going,

the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers, and it frequently occurs that parties are filled long before the dates of departure.

Persons are not compelled to come to the starting point in order to join an excursion, but may connect with the train at any convenient place along the route. The sleeping-car berths are assigned previous to the date of starting, and those belonging to passengers who join at points on the route are invariably held for them until they are required.

Hints About Clothing.

Although the excursions described in this book are to be made in the summer, care should be taken to guard against sudden changes of temperature. Overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, are an essential part of the outfit. There will be reason to provide against cool weather within the Yellowstone National Park, where frosts are of almost nightly occurrence. In the railway journeys in July, August, and September warm weather is likely to be encountered. In the Pacific Northwest the temperature is very genial. It would be a good plan to carry a suit of clothing especially for service within the park, and this should be of such stout material as to stand a bit of "rough work," if any such be thought desirable in the tramps among the springs and geysers. Stout boots or shoes are prime necessities, inasmuch as the surface of the geyser mounds, and, in many places, large tracts of territory to be walked over in visiting the chief points of interest, are rough. Some persons may also find rubber overshoes of use, as there are many wet places around the geysers and hot springs. For gentlemen *négligé* traveling shirts are far more serviceable than the starched article. There are no "dress occasions" within the park, at least beyond the hotel at Mammoth Hot Springs; and

only to that point will the heavy or checked luggage be conveyed, hand parcels only being taken in the wagons which carry the visitors around the park. Rubber overcoats and waterproofs will, of course, suggest themselves. The traveler should also wear in the park clothing that dust cannot injure.

The railway rides through some sections may be dusty, and dust will be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits, and render "dusters" of special utility.

"Stop-over" Privileges.

Our tickets allow the holders liberal stop-over privileges. In the case of the Yellowstone parties mentioned herein, the returning coupons will be good until December 31, 1894. The Colorado tickets may be used returning from Glenwood Springs until December 31, also. The return coupons of the California tickets will be good until June 10, 1895.

Persons returning eastward independently from Chicago or any point west thereof, are required to exchange their passage and sleeping-car tickets in Chicago. This may be done either at the Chicago & Grand Trunk Railway ticket office, Blue Island Junction; at the ticket office in the Dearborn station (Polk street, head of Dearborn street), Chicago; or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent. Applications for sleeping-car accommodations must be addressed to Mr. Hughes.

Stop-over privileges are allowed at Niagara Falls, but not elsewhere east of Chicago. In order to avail themselves of the stop at Niagara Falls, passengers can leave Chicago at 2.30 P. M., arrive at Niagara Falls in the morning, and remain there until afternoon.

Where no dining cars are ordinarily run, passengers returning independently will be furnished with meals at dining stations *en route*.

Persons remaining in California later than October 23, 1894, should apply, before leaving for the East, to our agents, Clinton Jones, No. 36 Montgomery street, San Francisco, or F. W. Thompson, No. 138 South Spring street, Los Angeles, for information and assistance in connection with the signing of the excursion ticket, securing sleeping berths, etc.

In comparing our arrangements with others it should be taken into consideration that persons who join the Raymond & Whitcomb parties know at the outset precisely what the excursion is to cost, inasmuch as every needed incidental expense is included in the general ticket. The great number of trips, the choice of routes, and the liberal provisions governing the use of our excursion tickets, cannot fail to meet every possible requirement on the part of the tourist. It has been our constant purpose to anticipate every demand which experienced and discriminating travelers are likely to make. Rooming at hotels and on steamers, the arrangement of carriage drives and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping cars or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary traveling. A little party thus secures accommodations collectively, or together, without encroaching in any way upon the rights of others, and without any special effort of its own. No tourist who has had experience in crowded railway cars, steamers, and hotels can fail to see the advantage of having the interests and welfare of himself and companions carefully looked after by another; while those who are

benefited by such watchfulness are left to the full enjoyment of their time, untroubled by anxiety as to their ability to secure rooms at their next halting place, or seats and berths at the next change of train.

* Thousands of Eastern people have enjoyed our trips to the Pacific coast during the thirteen years last past. For a longer period our eastern excursions have been known. We can speak with pride of the select character of our traveling parties, and to persons who have accompanied us we confidently refer all who desire information as to the practical working of our system. We possess peculiar facilities for the prosecution of the tourist business, and we have made a specialty of catering to the best class of travelers, who know the needs and possibilities of ordinary travel, and from whom, we are happy to add, we have received the most appreciative commendation. It will readily be seen that by our plan the traveler provides himself with every possible luxury, or rather, finds it provided for him. As everything in the way of accommodations and meals is a matter of previous adjustment, he may dismiss all care and responsibility, and give himself up to the fullest enjoyment of the journey. Time and money are both economized to a remarkable extent, and the trip rendered what it should be — a source of comfort and enjoyment.

For any further desired information apply in person or by letter to

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.

SEASON OF 1894.

TWO GRAND TOURS
TO THE
YELLOWSTONE NATIONAL PARK,
THE OUTWARD JOURNEY BEING THROUGH
COLORADO and UTAH,

With visits to Denver, Manitou, the Summit of Pike's Peak, the Royal Gorge, Glenwood Springs, Salt Lake City, the Famous Mining Cities of Anaconda and Butte, etc.

The Return Journey over the Northern Pacific Railroad, with visits
to Minneapolis, St. Paul, Chicago, and Niagara Falls.

DATES OF DEPARTURE AND RETURN.

FIRST PARTY.—Leave Boston Monday, July 23 ; Return Thursday, Aug. 25.

SECOND PARTY.—Leave Boston Monday, Aug. 13 ; Return Thursday, Sept. 15.

PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), \$340.00.

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), BOSTON.



TWO GRAND TOURS
TO THE
YELLOWSTONE NATIONAL PARK,
Colorado, Utah, Etc.

July 23 to August 25; August 13 to September 15.

FOR nine years past our summer and autumn tours through the Yellowstone National Park have been among our most popular excursion enterprises. Two attractive trips have been arranged for the season of 1894 in which a round of travel through Colorado and Utah will be combined with a visit to the great American wonderland. In this tour the famous scenic line of the Denver & Rio Grande and the Rio Grande Western Railways will be traversed for its entire length, from Denver to Salt Lake City, and there will also be side trips to important points in the Rocky Mountains. Sojourns are to be made at Denver, Manitou, Glenwood Springs, and Salt Lake City. Subsequently there will be an interesting journey through Idaho and Montana, with visits in the two rich mining cities of Anaconda and Butte. A week will then be passed in the Yellowstone National Park. Returning eastward over the Northern Pacific Railroad, the parties will make brief visits to Minneapolis, St. Paul, Chicago, and Niagara Falls. The trip thus embraces a wonderful variety of attractions. The parties will leave the East, July 23 and August 13, and in each case be

gone 34 days. While the tour is planned liberally as to time, the sojourns at different points are no more prolonged than is necessary to see the places visited in a thorough and at the same time leisurely manner. The journey is accomplished in the shortest space commensurate with this purpose; and thus persons who might find it inconvenient to absent themselves from business or home ties for a longer period can see the different regions in the most comprehensive manner, yet without any loss of time. In each instance the season is particularly desirable for the visit to Colorado, as well as the journey through the Yellowstone Park.

Price of Tickets.

The price of tickets for these excursions is **THREE HUNDRED AND FORTY DOLLARS**. This sum covers all needed expenses of the entire round trip of thirty-four days from Boston back to Boston inclusive of the following items: All transportation by rail and stage lines; a double berth (one-half section) in the Wagner or Pullman palace sleeping cars during the railway journeys, except in some of the short daylight trips; hotel accommodations in Denver, Manitou, Glenwood Springs, Salt Lake City, Anaconda, Butte, at Mammoth Hot Springs, Fountain Hotel, Yellowstone Lake and Yellowstone Cañon, Minneapolis, St. Paul, and Chicago; incidental meals at hotels, dining stations, stage stations, and in dining cars; transfers in Denver, Manitou, Glenwood Springs, Salt Lake City, Minneapolis, St. Paul, Chicago, and Niagara Falls; carriage rides in Denver, Manitou, Minneapolis, and St. Paul; the excursion from Manitou to the summit of Pike's Peak; the excursion from Salt Lake City to Great Salt Lake; transportation and care of all checked baggage, and the services of conductors.


The return tickets from Livingston, Mont., are good until December 31, 1894.

Extra Sleeping-Car Accommodations.

Price of an extra double berth, giving an entire section to one person:— From Boston to Livingston (*via* Glenwood Springs and Salt Lake City), \$22.00. From Livingston to Boston, \$14.50.

Price of a drawing room:— From Boston to Livingston (*via* Glenwood Springs and Salt Lake City), for one occupant, \$66.00; for two occupants, \$44.00—\$22.00 each; for three occupants, entire extra charge, \$22.00. From Livingston to Boston, for one occupant, \$43.50; for two occupants, \$29.00—\$14.50 each; for three occupants, entire extra charge, \$14.50.

Tickets for the first excursion must be taken on or before Thursday, July 19; and for the second excursion, on or before Thursday, August 9—four days previous to the dates of departure.

 Tickets for these excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.



ITINERARY.

MONDAY, July 23. First Party.

MONDAY, August 13. Second Party.

Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand baggage must be looked after by the passengers. From Rotterdam Junction westward *via* the West Shore Railroad.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

TUESDAY, July 24. First Party.

TUESDAY, August 14. Second Party.

Second Day.—From Buffalo westward *via* the New York, Chicago & St. Louis ("Nickel Plate") Railroad; arrive in Chicago at 10.30 P. M.; omnibus transfer to The Auditorium, Breslin & Southgate, proprietors.

WEDNESDAY, July 25. First Party.

WEDNESDAY, August 15. Second Party.

Third Day.—In Chicago. Omnibus transfer from the hotel to the Chicago, Rock Island & Pacific station, and leave Chicago for Denver at 10.00 P. M.

THURSDAY, July 26. First Party.

THURSDAY, August 16. Second Party.

Fourth Day.—On the Chicago, Rock Island & Pacific Railway *en route* through Iowa, Nebraska, and Kansas.

NOTE.—Railway time changes at Phillipsburg, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

FRIDAY, July 27. First Party.

FRIDAY, August 17. Second Party.

Fifth Day.—Arrive in Denver at 8.25 A. M.; transfer from the Union depot to the Brown Palace Hotel; carriage ride through the finest residence and business sections of the city.

SATURDAY, July 28. First Party.

SATURDAY, August 18. Second Party.

Sixth Day.—In Denver. Transfer from the hotel to the Union depot, and leave Denver, *via* the Denver & Rio Grande Railroad, at 1.45 P. M.; arrive at Colorado Springs at 4.30 P. M. and at Manitou 4.45 P. M.; to The Antlers, Colorado Springs, or to Barker's Hotel or the Cliff House, Manitou.

- SUNDAY, July 29. First Party. } *Seventh Day.*—At Manitou or Colorado Springs.
 SUNDAY, August 19. Second Party. }
- MONDAY, July 30. First Party. } *Eighth Day.*—At Manitou or Colorado Springs.
 MONDAY, August 20. Second Party. } Carriage ride in the forenoon, visiting the Garden of the Gods, Ute Pass, Rainbow Falls, etc. Transfer to the station of the Manitou & Pike's Peak Railway, and visit the summit of Pike's Peak, leaving the Base station at 1.45 P. M., and returning at 6.05 P. M.
- TUESDAY, July 31. First Party. } *Ninth Day.*—Transfer from the hotel to the station
 TUESDAY, August 21. Second Party. } of the Denver & Rio Grande Railroad, and leave Manitou at 10.15 A. M. and Colorado Springs at 11.00 A. M., proceeding *via* Pueblo and Cañon City through the Royal Gorge, and later *via* Leadville, over the Tennessee Pass and through the cañons of the Eagle and Grand Rivers; arrive at Glenwood Springs at 10.14 P. M.; transfer from the station to The Colorado, W. Raymond, proprietor, and A. W. Bailey, manager.
- WEDNESDAY, August 1. First Party. } *Tenth Day.*—At Glenwood Springs.
 WEDNESDAY, August 22. Second Party. }
- THURSDAY, August 2. First Party. } *Eleventh Day.*—At Glenwood Springs.
 THURSDAY, August 23. Second Party. }
- FRIDAY, August 3. First Party. } *Twelfth Day.*—At Glenwood Springs. Transfer from
 FRIDAY, August 24. Second Party. } The Colorado to the station of the Denver & Rio Grande Railroad, and leave Glenwood Springs at 10.23 P. M.
- SATURDAY, August 4. First Party. } *Thirteenth Day.*—From Grand Junction westward
 SATURDAY, August 25. Second Party. } *via* the Rio Grande Western Railway; arrive at Salt Lake City at 12.30 P. M.; transfer to The Knutsford, G. S. Holmes, proprietor; in the afternoon excursion by railway to Great Salt Lake and return.
- SUNDAY, August 5. First Party. } *Fourteenth Day.*—In Salt Lake City. In the evening
 SUNDAY, August 26. Second Party. } transfer from the hotel to the Union Pacific Railway station, and leave Salt Lake City by that line at a late hour; from Ogden northward *via* the Utah Northern Railway (belonging to the Union Pacific system).

MONDAY, August 6. First Party. } *Fifteenth Day.*—En route northward in Idaho and
 MONDAY, August 27. Second Party. } Montana. From Silver Bow, Mont., *via* the Montana
 Union Railway; arrive at Anaconda at 6.13 P. M.; to The Montana, C. W. Loomis, manager.

TUESDAY, August 7. First Party. } *Sixteenth Day.*—Leave Anaconda, *via* the the Mon-
 TUESDAY, August 28. Second Party. } tana Union Railway, at 2.30 P. M.; arrive at Butte at
 4.10 P. M.; stay at a hotel to be designated by the conductor of the party.

WEDNESDAY, August 8. First Party. } *Seventeenth Day.*—Leave Butte by the Northern
 WEDNESDAY, August 29. Second Party. } Pacific Railroad at 9.20 A. M., and arrive at Livingston
 in the afternoon; supper at the Albemarle Hotel.

THURSDAY, August 9. First Party. } *Eighteenth Day.*—Leave Livingston, *via* the
 THURSDAY, August 30. Second Party. } National Park Branch of the Northern Pacific
 Railroad, at 8.15 A. M.; arrive at Cinnabar at 10.15 A. M.; leave Cinnabar, by stage, at 10.30 A. M.;
 arrive at Mammoth Hot Springs at 12.30 P. M.; Mammoth Hot Springs Hotel.

NOTE.—The hotels in the Yellowstone National Park are under the direction of A. J. Dean, as general manager.

FRIDAY, August 10. First Party. *Nineteenth Day.*—At Mammoth Hot Springs.

SATURDAY, August 11. First Party. *Twentieth Day.* } Leave Mammoth Hot Springs, by
 FRIDAY, August 31. Second Party. *Nineteenth Day.* } stage, at 8.00 A. M., for the tour of
 the park; arrive at Norris Geyser Basin lunch station at 12.00 M.; lunch there; leave Norris Geyser
 Basin at 1.30 P. M.; arrive at the Fountain Hotel, Lower Geyser Basin, at 5.30 P. M.

SUNDAY, August 12. First Party. *Twenty-first Day.*—At the Fountain Hotel.

MONDAY, August 13. First Party. *Twenty-second Day.* } Leave the Fountain Hotel at 8.00
 SATURDAY, September 1. Second Party. *Twentieth Day.* } A. M.; visit the Excelsior Geyser,
 Turquoise Spring, Prismatic Lake, etc.; arrive at the Upper Geyser Basin lunch station at 10.30 A. M.;
 this is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and other great geysers;
 lunch here and return to the Fountain Hotel in the afternoon.

SUNDAY, September 2. Second Party. *Twenty-first Day.*—At the Fountain Hotel.

TUESDAY, August 14. First Party. *Twenty-third Day.* } Leave the Fountain Hotel, Lower
 MONDAY, September 3. Second Party. *Twenty-second Day.* } Geyser Basin, at 7.00 A. M. for

West Bay, or Thumb, of Yellowstone Lake; lunch there; leave West Bay after lunch, and arrive at Yellowstone Lake Hotel at 7.00 P. M.

WEDNESDAY, August 15. First Party. *Twenty-fourth Day.* } Leave Yellowstone Lake Hotel
TUESDAY, September 4. Second Party. *Twenty-third Day.* } at 10.00 A. M.; arrive at Grand
Cañon Hotel at 1.00 P. M.

THURSDAY, August 16. First Party. *Twenty-Fifth Day.* } At Grand Cañon Hotel. Leave
WEDNESDAY, September 5. Second Party. *Twenty-fourth Day.* } at 10.00 A. M.; arrive at Norris
Geyser Basin lunch station at 12.30 P. M.; lunch there; leave Norris Geyser Basin at 1.30 P. M.; arrive
at Mammoth Hot Springs Hotel at 5.30 P. M.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

FRIDAY, August 17. First Party. *Twenty-sixth Day.* } At Mammoth Hot Springs. Leave
THURSDAY, September 6. Second Party. *Twenty-fifth Day.* } the Springs at 1.20 P. M. by stage;
arrive at Cinnabar at 3.00 P. M.; leave Cinnabar *via* the National Park Branch of the Northern Pacific
Railroad at 3.15 P. M.; arrive at Livingston at 5.15 P. M.; leave Livingston, *via* the main line of the
Northern Pacific Railroad, at 5.30 P. M.

SATURDAY, August 18. First Party. *Twenty-seventh Day.* } On the Northern Pacific Railroad,
FRIDAY, September 7. Second Party. *Twenty-sixth Day.* } *en route* eastward through Mon-
tana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SUNDAY, August 19. First Party. *Twenty-eighth Day.*—Arrive in Minneapolis at an early hour; omnibus transfer from the Union station to the West Hotel, John T. West, proprietor.

SATURDAY, September 8. Second Party. *Twenty-seventh Day.*—Arrive in Minneapolis at an early hour; omnibus transfer from the Union station to the West Hotel, John T. West, proprietor; carriage ride, visiting the chief business and residence sections of the city, the great flour mills, the bridge below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.

SUNDAY, September 9. Second Party. *Twenty-eighth Day.*—In Minneapolis.

MONDAY, August 20. First Party. *Twenty-ninth Day.*—In Minneapolis; in the forenoon carriage ride, visiting the chief business and residence portions of the city, the great flouring mills, the bridge

below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.; in the afternoon transfer to the Union station, and leave Minneapolis for St. Paul; on arrival in St. Paul omnibus transfer to the Hotel Ryan.

MONDAY, September 10. Second Party. *Twenty-ninth Day*.—In Minneapolis; transfer from the West Hotel to the Union station and leave Minneapolis for St. Paul. On arrival in St. Paul omnibus transfer to the Hotel Ryan.

TUESDAY, August 21. First Party.

TUESDAY, September 11. Second Party. } *Thirtieth Day*.—In St. Paul. In the forenoon carriage ride, visiting the chief business and residence portions of the city, the Capitol, Summit avenue, etc.; transfer from the Hotel Ryan to the Union station and leave St. Paul, *via* the Wisconsin Central line, at 7.15 P. M.

NOTE.—It may be found desirable to reverse the order of visiting Minneapolis and St. Paul. Both cities will be visited and there will be carriage rides in both.

WEDNESDAY, August 22. First Party.

WEDNESDAY, September 12. Second Party. } *Thirty-first Day*.—Arrive in Chicago at 10.05 A. M.; omnibus transfer from the Wisconsin Central station to The Auditorium, Breslin & Southgate, proprietors.

THURSDAY, August 23. First Party.

THURSDAY, September 13. Second Party. } *Thirty-second Day*.—In Chicago. Transfer from The Auditorium to the Dearborn station, and leave Chicago at 2.30 P. M., *via* the Chicago and Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

FRIDAY, August 24. First Party.

FRIDAY, September 14. Second Party. } *Thirty-third Day*.—From Port Huron eastward *via* the Southern Division of the Grand Trunk Railway; arrive at Niagara Falls, N. Y., in the morning and remain until afternoon; dinner at the International Hotel; leave Niagara Falls at 4.52 P. M. *via* the West Shore and Hoosac Tunnel route, from the New York Central & Hudson River Railroad station.

SATURDAY, August 25. First Party.

SATURDAY, September 15. Second Party. } *Thirty-fourth Day*. Arrive in Boston, (Fitchburg Railroad station, Causeway street), at 10.20 A. M.

NOTES.—For a description of the route see pages 19-60.

Slight variations of the above itineraries may be necessary.

THE TOUR IN OUTLINE.

From Boston to Chicago.

THE parties will leave Boston for Chicago Monday afternoon, July 23 and August 13, respectively. The Hoosac Tunnel, West Shore and "Nickel Plate" route is to be taken in each instance, and the tourists will reach Chicago the evening following the departure from Boston. After passing Buffalo Tuesday morning, the train runs along the southern shore of Lake Erie, through Dunkirk and Erie, to Cleveland, and thence by way of Fostoria and Fort Wayne. On arrival in Chicago the parties will be transferred from the station to The Auditorium, where there will be a sojourn until Wednesday evening.

Chicago.

No American city illustrates more fully than Chicago the country's enterprise, push, and substantial progress. It covers an area of 180 square miles, its frontage on the lake extending 21 miles, and its extreme length between its north and south lines being 24 miles. It extends back from the lake from 5 to 11 miles. The population in 1890 was 1,099,850. Every part of the city and suburbs may readily be reached by horse or cable railways. The City Hall and Court House are on Clark and Randolph streets, opposite the Sherman House; the Post Office and Custom House occupy the whole block bounded by Clark, Dearborn, Adams, and Jackson streets; the new Board of Trade rooms, on Jackson street, between Clark and La Salle streets; the Water Works pumping stations, on the north side, at the foot of Chicago avenue, and on the west side, corner Ashland avenue and Twenty-second street; and the Douglas Monument, on the lake shore near Thirty-fifth street. Pullman's Palace Car Company has built a magnificent edifice at the corner of Michigan avenue and Adams street. The

park system is very elaborate, and includes about 2,000 acres. Lincoln Park is on the north side, about two miles distant; Douglas and Central Parks on the west side, about four miles; and the South Parks in the south part of the city, between six and seven miles. The chief approaches to the latter in driving are through Grand and Drexel Boulevards. Jackson Park, the site of the Columbian Exposition, is included in the system of South Parks, and may be reached either by the Illinois Central Railroad's suburban trains or by elevated or street railway service. The Union Stock Yards are in the south part of the city. They cover 350 acres, and are the most extensive in the world.

From Chicago to Denver.

From Chicago our route lies over the Chicago, Rock Island & Pacific Railway westward to Colorado, through Illinois, Iowa, Nebraska, and Kansas. The Mississippi will be crossed between Rock Island, Ill., and Davenport, Ia., and the Missouri between Council Bluffs, Ia., and Omaha, Neb. Thursday's journey will include the western part of Iowa, a populous part of Nebraska, and something of northern Kansas, with Council Bluffs, Omaha, Lincoln (the capital of Nebraska), Fairbury, Neb., and Belleville and Phillipsburg, Kan., as the chief towns along the way. The succeeding morning will find us at Denver, and there will be an omnibus transfer to the Brown Palace Hotel.

Denver.

Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. In 1870 it had 4,579 inhabitants; in 1880, 35,629; and within the succeeding year over 600 buildings were erected, and the population increased to

over 40,000. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. The recent census places it the twenty-sixth in the list of American cities, with 106,713 inhabitants. In 1880 it stood forty-ninth. It is claimed that the population of the city and suburbs will reach 150,000. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth, and progress. The Union Depot is one of the finest buildings for railway uses in America, and the magnificent Tabor Opera House, which cost \$600,000, is another structure which will challenge admiration. The new County Court House is between Fourteenth and Fifteenth streets, and Tremont street and Court place; the new Post Office, at the corner of Sixteenth and Arapahoe streets; the City Hall, corner of Fourteenth and Larimer streets; Denver University, corner of Fourteenth and Arapahoe streets; and the Denver High School, corner of Nineteenth and Stout streets. The school buildings of Denver are among the most substantial and well arranged structures of their kind in the country. The State Capitol, a large and costly structure, has been erected on Capitol Hill, between Colfax avenue and Capitol street and Grant and Lincoln streets. Among other public buildings recently erected are the Chamber of Commerce, the Masonic Temple, and the Mining Exchange. The parties will remain in Denver from Friday morning until Saturday afternoon, and there will be a carriage ride to the chief points of interest.

Manitou.

At the conclusion of our visit to Denver we proceed southward over the Denver & Rio Grande Railroad to Colorado Springs or Manitou. The latter place is reached

by a branch line from Colorado Springs, only six miles distant. The Antlers at Colorado Springs, or Barker's Hotel or the Cliff House, at Manitou, will be our headquarters over Sunday. The charming little town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The town is invisible until a low ridge extending across the valley is passed, and then the white houses and hotels come suddenly into view. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are within a very short distance of the hotels, as is also the splendid bathing establishment opened in 1884. Manitou has an elevation of 6,297 feet — seven feet higher than the summit of Mount Washington, the most elevated point in New England — and Pike's Peak rises, but a few miles away, to the height of 14,147 feet.

The Garden of the Gods lies east of Manitou, and between that place and Colorado Springs. It is a park-like tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages. Williams Cañon is near the village of Manitou; and a mile from the entrance is the Cave of the Winds, an extensive cavern. The Manitou Grand Caverns, which are situated in the Ute Pass, with an entrance about 200 yards above Rainbow Falls, were more recently discovered and are more generally visited. They were opened to the public by their proprietor, Mr. George W. Snider, in March, 1885.

There will be a carriage ride to the Garden of the Gods, and to the other points of interest in the vicinity.

A Railway Excursion to the Summit of Pike's Peak.

Another feature of our stay at this famous resort will be an excursion up the Manitou & Pike's Peak Railway to the summit of the mountain. This road, which was opened to the public in the summer of 1891, is the loftiest of its kind in the world, being much higher than the Mount Washington Railway or the Swiss lines. From the station near the Ute Iron Spring to the top of the mountain the distance is eight and three-quarters miles, or, to be exact, 46,992 feet. The average elevation overcome is 844.8 per mile, or 16 per cent, and the maximum is 25 per cent. The maximum degree of curvature is sixteen, with a radius of 359 feet. The total elevation overcome is 7,525 feet, which is greater than the height above sea level of any other mountain in this country or Europe upon which a similar road has been built, the starting point also being in excess of the entire elevation of the Mount Washington road. The outside rails are of standard gauge, and the locomotive and cars travel upon a compound or double ratchet rail, which is placed in the centre. Each engine has six cog-wheels, and each wheel a double set of cogs. As each cog has a tested resistance of 70,000 pounds, there is a combined resistance of 840,000 pounds, and, as the strain on the heaviest grade is 26,000 pounds, an enormous margin is left for safety. One of the first things that strikes the visitor is the substantial and solid character of both the road and its equipment. The rails are made of the best adapted Bessemer steel, and the teeth have been cut from the solid piece in machines constructed especially for the purpose. There are only four bridges, and these are of iron, with granite foundations. There is no trestle-work on the line. In addition to all other means of security—and no feature has been overlooked that can contribute to the safety of the passenger—the track is actually anchored to the mountain in 146 places. The

cars seat fifty passengers each. The brake appliances are numerous and very thorough. The car is not attached to the engine, but is pushed up the incline. The line was built by Mr. Z. G. Simmons, of Kenosha, Wisconsin, and is owned and operated by the Manitou & Pike's Peak Railway Company, of which Mr. H. S. Cable is manager.

The cars start from a pretty little station which is situated at the mouth of Engleman's Cañon, just above the Ute and Little Chief Iron Springs. It is through this cañon that Ruxton's Creek finds its way, and as the traveler mounts higher, the clear, sparkling stream is seen in endless forms of beauty, now beside the track, and again leaping from the boulders a hundred feet below. About a mile above the station are Shady Springs, a well-remembered place on the old mountain path. Grotesquely shaped rocks are seen on every side, and prominent among them are Gog and Magog, so plainly visible from the village below. In Grand Pass the engine pushes us up one of the longest and steepest inclines of the whole grade, the pass extending for 2,000 feet. Echo Falls and the Echo Rocks are passed, and then we come to the Hanging Rocks, and, farther on, to the Artist's Glen, from which point a trail leads to Crystal Park and Cameron's Cone, which can be seen in the distance. Above are Sheltered Falls and the beautiful Minnehaha Falls, while above these are seen the Devil's Slide, Pinnacle Rocks, and high above on the opposite side, Grand View Rock. After a brief halt at the Trail House we pass through Hell Gate and then for over two miles traverse the verdant Ruxton Park, a comparatively level stretch of pine and aspen groves. Sheep Rock and Lion's Gulch are among the other objects seen, while Bald Mountain also becomes prominent. A steeper incline is before us, and, at the height of 11,625 feet above the level of the sea, we pass the timber line. A sharp turn is made, and we round Windy Point and are fast climbing into the Saddle. From this point a superb view is had of Manitou and the Garden of the Gods, lying far

below. By a continuous steep ascent we now gain the summit, and the cars stop directly in front of the old signal station.

The summit is a comparatively level mass of rocks, and the visitor can wander about on every side enjoying the superb views of mountain, valley, and plain. Hundreds of snow-mantled summits and gleaming peaks stretch away into the north and south. Eastward one looks out upon the great plains which stretch into dimness like an ocean. The details of the landscape are lost, but here and there a little dot upon the vast expanse, more noticeable on account of overhanging smoke than anything else, denotes a town or city. The clearness of the atmosphere is such, however, that even distant objects are seen more plainly than they appear on the Atlantic Coast. The upward trip occupies two hours and twenty minutes, and the downward one an hour and a half.

The Royal Gorge.

The parties will leave Manitou and Colorado Springs July 31 and August 21, *via* the Denver & Rio Grande Railroad, and proceed through Pueblo, Cañon City, and the famed Royal Gorge. The cities named are flourishing places, Pueblo especially being the centre of much manufacturing and commercial industry. The smelters here average about 25 per cent of the metallurgical production of the State, the business in 1891 reaching \$11,241,289. Cañon City contains the Colorado State Penitentiary. We ascend the Arkansas River from Pueblo, and at Florence, thirty-three miles from that place, are in the centre of the Colorado petroleum district. There are extensive coal deposits near at hand.

The Royal Gorge, as the finest part of the Arkansas Cañon is termed, begins a short distance above Cañon City, and for ten miles the scenery is of the wildest and grand-

est description. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and new pictures of wildness and grandeur greet the eye at every turn. Every feature of the scenery is on a stupendous scale. Emerging from the narrow gorge, we enter a broad valley which opens up grand views of the mountains, the Arkansas hills being upon the right, and the magnificent line of lofty, snow-clad peaks forming the Sangre de Cristo range upon the left.

The Tennessee Pass and Red Cliff.

From Salida we ascend the main line of the Denver & Rio Grande Railroad, reaching, at Leadville, sixty miles distant, an elevation of 10,200 feet, which is 3,150 feet higher than Salida. At Tennessee Pass, beyond Leadville, we are on the Continental Divide, and 218 feet higher, or 10,418 feet elevation. West of the pass, and chiefly in the narrow Eagle River Cañon, just beyond Red Cliff, is a famous mining district. Up and down the abrupt walls of the cañon the expanse is dotted with mining camps and mining paraphernalia. The ore is let down to the railway chiefly by means of wire ropes. On emerging from Eagle River Cañon we come to a more open country, but the narrow Grand River Cañon lies beyond. In one place, on the opposite side of the river, is a great stream of black lava, the result of a recent eruption of one of the neighboring volcanic hills—the term recent being applied in a geologic sense and implying many hundred years.

Glenwood Springs.

The party will arrive in Glenwood Springs Tuesday evening, and remain at the elegant hotel, The Colorado, until the following Friday evening. Glenwood Springs is situated at the confluence of the Roaring Fork and the Grand River, two picturesque mountain streams, which are bordered by lofty hills, some of which are peculiarly striking in appearance on account of the highly colored soil and rocks. The town was planned with a liberal hand, and has already become a favorite place of residence. The springs are upon the banks of the Grand River. Not only have elegant bath-houses been constructed, but extensive means have also been taken to beautify the grounds in every way possible. Grass, flowers, and shade trees are made to serve these ends, and the region has thus been rendered doubly attractive. The new hotel occupies a commanding site upon the slope above and beyond the pool. The "Big Pool," or Natatorium, covers upwards of an acre, and is from $3\frac{1}{2}$ to $5\frac{1}{2}$ feet in depth. The hot water pours in at a temperature of 120 degrees Fahrenheit, and at a rate of 2,000 gallons per minute, but is reduced to a pleasant warmth for bathing by fresh water from the mountain stream. In winter, as well as summer, the bathing is in the highest degree enjoyable, the temperature of the great body of water being from 93 to 98 degrees Fahrenheit. In the midst of the hot waters a fountain of cold water throws its grateful spray, forming a delightful shower-bath. There is an elegant Sanitarium, or bath-house, near the pool, which was erected at a cost of over \$100,000. The material used in its construction is the beautiful peach-blow sandstone, the same kind used in connection with Roman brick in building The Colorado. The new hotel was opened last year with Mr. W. Raymond of Boston, as proprietor, and Mr. A. W. Bailey of Manitou, as manager. For a more complete description of Glenwood Springs and The Colorado see pages 114-117.

Castle Cañon and Castle Gate.

The party will leave Glenwood Springs Friday evening, and journey westward across Colorado and Utah. At Grand Junction, Col., the Denver & Rio Grande Railroad connects with the Rio Grande Western Railway, forming a continuous line of standard-gauge road, and also with the Gunnison or narrow-gauge division. The boundary line between Colorado and Utah is about twenty miles west of Grand Junction. Beyond Green River the road ascends the slopes of the Wahsatch Mountains, much of the way along the South Fork of the Price River, and through the picturesque Castle Cañon, the walls of which have been carved by the elements into many fantastic shapes. At the farther or upper end of the cañon is Castle Gate, formed by two great perpendicular rocks, which, although not opposite each other, have the effect of being so when viewed from a little distance up or down the track. The railway crosses the Wahsatch Mountains at an elevation of 7,465 feet, and descends on the west side through Clear Creek and Spanish Fork Cañons. Provo is a flourishing Mormon town near the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Salt Lake City.

Two days are to be passed in the "City of Zion," as this place is called by the Latter Day Saints, the new and elegant hotel, The Knutsford, being made our place of sojourn. Salt Lake City is beautifully situated upon the lower western slopes of the Wahsatch Mountains, about a dozen miles from the lake itself, and is 4,228 feet above the level of the sea. It was founded by a band of Mormon pioneers, July 24, 1847. Within a few years past the place has taken on something of modern progress, though the great increase in the number of inhabitants is traceable to Gentile influences

rather than to any greater advance of the Mormon Church. In fact the city is already in Gentile control. According to the recent census the number of inhabitants was 44,843. It is emphatically a city of cottage homes, and the number of people who own the houses in which they live is said to be greater in proportion to the population than in any other city in the Union. At least this claim was made under Mormon rule when the city had upwards of 20,000 population. The streets are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains, twenty miles or more away. Among the edifices demanding attention are the Tabernacle and the great Temple. The former is a vast building, oval in form, 250 by 150 feet, with a roof ninety feet from the floor. There are seats for over 8,000 persons, and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended for a place of worship in the winter season. It contains an organ and numerous frescoes depicting scenes in the history of the Mormon Church. The Endowment House, of which so much has been written, was formerly in the same inclosure. It was torn down a few years ago. The Temple, near by, which was begun April 6, 1853, and dedicated just forty years later, with ceremonies continuing for two weeks, cost \$4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood Cañon. Visitors are 'admitted' to the Tabernacle but not to the Temple. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" Houses, built as resi-

dences by Brigham Young, the tithing offices situated between the "Bee Hive" and the Temple, and the gigantic warehouse of "Zion's Cooperative Mercantile Institution," known in short as the "Co-op Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau east of the city, at the altitude of 4,904 feet above the sea and 666 feet above the Temple corner.

Great Salt Lake.

During the stay in Salt Lake City, Great Salt Lake will be visited by the party. The lake receives the waters of the Bear, Weber, and Jordan Rivers, and has an area of about 1,800 square miles. The extent and depth of the lake are determined by the balance between inflow and evaporation. During the past thirty-five years the water height has several times oscillated through a range of eleven feet. The salinity undergoes corresponding changes, being greatest when the lake is low. The solid contents amounted in 1891 to about 20 per cent, of which four fifths is sodium chloride. The lake is very shallow, having a mean depth of thirteen feet and a maximum depth of less than forty feet. It is inhabited by a brine shrimp and the larva of a fly. In pleistocene time, according to Mr. G. K. Gilbert, of the United States Geological Survey, who has made a special study of this region, the lakes of the Great Basin were larger, and many perennial lakes were formed in valleys whose floors are now saline and desert. Great Salt Lake was expanded so as to coalesce with the lakes of contiguous basins, producing a body of water 19,750 square miles in extent, which has been named Lake Bonneville. This lake has twice formed and twice dried away, each time depositing over the plain a sheet of calcareous clay with fresh-water fossils. The highest water stage was attained during the second lacustrine epoch, and is recorded in a conspicuous series of sea-cliffs and beaches known as the Bonneville

shore line. This shore line has a general altitude of 1,000 feet above Great Salt Lake. There is some diversity in the height of this shore line, however, ranging about ninety feet, indicating a warping of the earth's crust since its formation. The principal bathing and pleasure resorts on the lake, Saltair and Garfield Beach, are reached by railroad.

Northward through Idaho.

On leaving Salt Lake City we first proceed over the Union Pacific Railway to Ogden, thirty-seven miles distant, and thence northward through Idaho over the Utah Northern line, an important branch of the Union Pacific system. A considerable section of Utah is first traversed, and the traveler passes through several populous Mormon towns. At "The Gates" of Bear River the scenery is very wild and rugged. At this point a great engineering work is in progress, with the design of irrigating the upper benches of the neighboring plain. A dam has been constructed near the head of the gorge, and two canals lead therefrom along the walls of the chasm, partly through tunnels. The fruitful Cache Valley is also traversed, and this leads into Idaho. At Pocatello, the Oregon Short Line, another important part of the Union Pacific system, diverges to the northwest, having joined the Utah Northern line twenty-one miles below, at McCammon. We are here upon the Fort Hall Indian reservation. At Eagle Rock the train crosses the Snake River. The Montana State line is passed near the station of Monida.

Anaconda and Butte.

We shall reach Anaconda Monday afternoon and remain until the following morning, and then return *via* Silver Bow to Butte. These two places are the centre of great mining activity. In Anaconda we shall make The Montana our headquarters.

Silver and copper are the chief products of the mines in this vicinity, and many millions have been added to Montana's wealth from this source. Extensive mining operations were commenced at Butte in 1875, though gold had been extracted from the placer sands of the neighboring valleys since 1864. During the last decade the copper mines have gradually increased in importance, and now far exceed the silver production. The value of the product at Butte in 1890 was divided as follows: Gold, \$513,316; silver, \$9,696,750; copper, \$16,623,250. Anaconda and Butte are twenty-seven miles apart.

From Butte to the Yellowstone National Park.

We leave Butte by the new line of the Northern Pacific Railroad, crossing the mountains at no great distance from the city. While gaining the heights east of Butte, extended views are had of that city and its surroundings. The Continental Divide is reached at Homestake Tunnel, ten miles from Butte and 6,380 feet above the sea. The road now passes through several canons formed by the Jefferson River, and at several points placer-mining operations are carried on. Three Forks is the name of a station near which the Gallatin, Madison, and Jefferson Rivers unite to form the Missouri. These streams were named by Lewis and Clarke in 1805. At Logan we reach the main line of the Northern Pacific Railroad, over which we continue as far as Livingston, forty-nine miles distant. The flourishing town of Bozeman lies twenty-four miles east of Logan, and a dozen miles farther east we cross the Belt Mountains at an elevation of 5,570 feet, passing through the Muir Tunnel, which has a length of 3,510 feet. We now descend the mountains 1,350 feet, and find ourselves at Livingston, the gateway to the Yellowstone National Park. On leaving Livingston we turn to the south and ascend the valley of the Yellowstone River, fifty-one miles,

to Cinnabar; and there is a stage ride of seven miles from thence to the Mammoth Hot Springs. The scenery along this part of the line is bold and striking. We are already amid the mountains; and, at the upper end of Paradise Valley, the massive form of Emigrant Peak, 11,034 feet in height, becomes a prominent landmark. The chief objects of interest above this point are the Sphinx and the "Devil's Slide." The latter consists of two enormous dikes of trap-rock on the steep slopes of Cinnabar Mountain. The parties will arrive at the Mammoth Hot Springs Hotel August 9 and 30, respectively.

The Yellowstone National Park.

The reservation known as the Yellowstone National Park was set aside by act of Congress in 1872, and dedicated as "a national park or pleasure ground for the benefit and enjoyment of the people." It originally occupied an area of about 3,575 square miles, and to this amount there has recently been added a forest reservation of nearly 2,000 square miles, making altogether a tract over two thirds of the size of the State of Massachusetts, and nearly as large, in fact, as the States of Connecticut and Rhode Island combined. The recently added area consists of the country adjacent to the southern and eastern boundaries, and extends the reservation eight miles in the former and twenty-four miles in the latter direction. The name "park" is perhaps misleading, as it is exceedingly diversified, containing numerous parks or open tracts, as the name "park" has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The main Rocky Mountain chain—the true Continental Divide—crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The least elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The

mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,125 feet, and Eagle Peak, southeast of Yellowstone Lake, reaching the height of 11,000 feet. The latter is one of many high peaks in the southern part of the Absaroka range, so called from the Indian name of the Crow Nation. This range has been popularly called the "Hoodoo Mountains." The Absarokas offer, for more than eighty miles, a bold, unbroken barrier—a rough, rugged country, dominated by high peaks and crags from 10,000 to 11,000 feet in height. In the south part of the park, near Heart and Lewis Lakes, is Mount Sheridan, 10,200 feet high; and Mount Washburne, in the centre of the reservation, has an elevation of about 10,000 feet. The Gallatin range incloses the park on the north and northwest, lying west of the Yellowstone Valley; the Snowy range, a spur of the Absarokas, lying east. Electric Peak is the highest of the Gallatin range, and Emigrant Peak the most prominent of the Snowy Mountains. The drainage of the park area is divided among three distinct systems—the Yellowstone River, which has about three fifths and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one fifth each. The Yellowstone and Madison are tributary to the Missouri, and the Snake flows into the Columbia.

John Colter, or Coulter, who was connected with the Lewis and Clark expedition, and went back on his return, in 1806, to hunt and trap on the headwaters of the Missouri, was probably the first white man who ever saw any of the springs or geysers in this wonderful region. After a narrow escape from the Blackfeet Indians he lived for a number of years among the Bannocks, who ranged through the country in which the park is located. In 1810 he returned to St. Louis and told wonderful tales of the

region, which were not believed. "Coulter's Hell" was the name afterwards applied to this section by hunters and trappers. In 1844 James Bridger, the famous Rocky Mountain guide and scout, described some of the wonderful springs and geysers, but his stories were not credited. Later Captain John Mullan's report on the construction of a military road from Fort Walla Walla to Fort Benton, Captain W. F. Reynolds' report on the exploration of the Yellowstone River, and a letter of Captain Walter W. A. De Lacy who, in 1863, visited the Lower Geyser Basin, made mention of the geysers. The first extended account of the Yellowstone geysers was published in 1870, based on a visit, in 1869, by David E. Folsom. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Subsequent to that time Dr. Hayden and his assistants made further surveys of the region, and his twelfth annual report, for 1878 (issued in 1883), gives the fullest information about the park yet published. The work begun under Dr. Hayden's direction has been continued under the charge of Major Powell, the present chief of the United States Geological Survey. For a number of years past Mr. Arnold Hague has been engaged, with a corps of able assistants, in a detailed examination of the park. The next Geological Report to be devoted to this region, embodying, as it will, the result of Mr. Hague's recent work, will be invaluable. Contour maps of the park are in process of preparation.

The surveillance of the park is in the hands of the military. The regulations against killing game, the use of firearms, negligence in leaving camp-fires, the removal of specimens, and the marring of formations, are strict; but the public has reason to be thankful that they are so, since they tend to the maintenance of the animal life, and likewise to the preservation of the park wonders in all their beauty and fineness. The park is under the care of the Secretary of the Interior, and the superintendent is a military

officer (at present Captain George S. Anderson, of the United States Cavalry), with headquarters at Mammoth Hot Springs.

The Geological History of the Park Region.

The following extract from a paper by Mr. Arnold Hague, read before the American Institute of Mining Engineers in July, 1887, gives succinctly the geological history of the park: "Throughout Tertiary time in the park area, geological history was characterized by great volcanic activity, enormous volumes of erupted material being poured out in the Eocene and Middle Tertiary, continuing with less force through the Pliocene, and extending into Quaternary time. Within very recent times there is no evidence of any considerable outburst; indeed, the region may be considered long since extinct. These volcanic rocks present a wide range in chemical and mineral composition and physical structure. They may all, however, be classed under three great groups—andesites, rhyolites, and basalts—following each other in the order named. In some instances eruptions of basalt occurred before the complete extinction of rhyolite; but in general the relative age of each group is clearly and sharply defined, the distribution and mode of occurrence of each presenting characteristic and salient features, frequently marked by periods of erosion.

"Andesites are the only volcanic rocks which have played an important part in producing the present structural features of the mountains surrounding the park. As already mentioned, they occur in large masses in the Gallatin range, while most of the culminating peaks in the Absarokas are composed of compact andesites and andesitic breccias. On the other hand, the andesites are not confined to the mountains, but played an active rôle in filling up the interior basin. That the duration of the andesitic eruptions was long continued, is made evident by the plant remains found in ash and lava beds through 2,000 feet of volcanic material. The plants have as yet

been too little studied to define positively their geological horizons. It is quite possible that they may indicate marked differences of climate between the lower and upper beds.

“In early Tertiary times a volcano burst forth in the northeast corner of the depressed area encircled by the Park Mountains, not far from the junction of the Absaroka and Snowy ranges. While not to be compared in size and grandeur with the volcanoes of California and the Cascade range, it is, for the Rocky Mountains, one of no mean proportions. It rises from a base about 6,500 feet above sea level, the culminating peak attaining an elevation of 10,000 feet. This gives a height to the volcano of 3,500 feet from base to summit, measuring from the Archæan rocks of the Yellowstone Valley to the top of Mount Washburne. The average height of the crater rim is about 9,000 feet above sea level, the volcano measuring fifteen miles across the base. The eruptive origin of Mount Washburne has long been recognized, and it is frequently referred to as a volcano. It is, however, simply the highest peak among several others, and represents a later outburst, which destroyed in a measure the original rim and form of the older crater. The eruptions for the most part were basic andesites. Erosion has so worn away the earlier rocks, and enormous masses of more recent lavas have so obscured the original form of the lava-flows, that it is not easy for the inexperienced eye to recognize a volcano, and the surrounding peaks as the more elevated points in a grand crater wall. By following around on the ancient andesitic rim, and studying the outline of the old crater, together with the composition of the lavas, its true origin and history may readily be made out. . . . This old volcano of early Tertiary time occupies a prominent place in the geological development of the park, and dates back to the earliest outbursts of lava, which have in this region changed a depressed basin into an elevated plateau.

"After the dying out of the andesitic lavas, followed by a period of erosion, immense volumes of rhyolite were erupted, which not only threatened to fill up the crater, but to bury the outer walls of the volcano. On all sides the andesitic slopes were submerged beneath the rhyolite to a height of from 8,000 to 8,500 feet. This enormous mass of rhyolite, poured out after the close of the andesitic period, did more than anything else to bring about the present physical features of the park table-land. A tourist, making the customary trip through the park, visiting all the prominent geyser basins, hot springs, and the Grand Cañon and Falls of the Yellowstone, is not likely to come upon any other rock than rhyolite, excepting, of course, deposits from the hot springs. . . . A description of the rhyolite region is essentially one of the park plateau. Taking the bottom of the basin at 6,500 feet above sea-level, these acidic lavas were piled up until the accumulated mass measured 2,000 feet in thickness. It completely encircled the Gallatin range, burying its lower slopes on both the east and west sides; it banked up all along the west flanks of the Absarokas, and buried the outlying spurs of the Teton and Wind River ranges. . . .

"That the energy of the steam and thermal waters dates well back into the period of volcanic action, there is, in my opinion, very little reason to doubt. . . . Although the rhyolite eruptions were probably of long duration and died out slowly, there is, I think, evidence to show that they occupied a clearly and sharply defined period between the andesites and basalt eruptions. Since the outpouring of this enormous body of rhyolite and building up of the plateau, the region has undergone profound faulting and displacement, lifting up bodily immense blocks of lava, and modifying the surface features of the country. Following the rhyolite came the period of basalt eruptions, which in comparison with the andesite and rhyolite eras, was, so far as the park was concerned, insignificant, both as regards the area covered by the basalt and

its influence in modifying the physical aspect of the region. . . . After the greater part of the basalt had been poured out, came the glacial ice, which widened and deepened the preëxisting drainage channels, cut profound gorges through the rhyolite lavas, and modeled the two volcanoes into the present form. . . . Since the dying out of the rhyolite eruptions, erosion has greatly modified the entire surface features of the park. Some idea of the extent of this action may be realized when we recall that the deep cañons of the Yellowstone, Gibbon, and Madison Rivers — cañons in the strictest sense of the word — have all been carved out since that time. To-day these gorges measure several miles in length and from 1,000 to 1,500 feet in depth. . . .

“Since the close of the ice period no geological events of any moment have brought about any changes in the physical history of the region other than those produced by the direct action of steam and thermal waters. A few insignificant eruptions have probably occurred, but they failed to modify the broad outlines of topographical structure, and present but little of general interest beyond the evidence of the continuance of volcanic action into Quaternary times. Volcanic activity in the park may be considered as long since extinct. At all events, indications of fresh lava-flows, within historical times, are wholly wanting. This is not without interest, as evidence of underground heat may be observed everywhere throughout the park in the waters of the geysers and hot springs. All our observations point in one direction, and lead to the theory that the cause of the high temperature of these waters must be found in the heated rocks below, and that the origin of the heat is in some way associated with the source of volcanic energy. It by no means follows that the waters themselves are derived from any deep-seated source; on the contrary, investigation tends to show that the waters brought up by the geysers and hot springs are mainly surface waters which have percolated downward to a sufficient distance to become heated

by large volumes of steam ascending through fissures and vents from much greater depths."

Mr. Walter H. Weed, one of Mr. Hague's assistants, has contributed to the Ninth Annual Report of the Director of the United States Geological Survey (Washington, 1890) an interesting paper on the formation of travertine by vegetation in the hot waters flowing from the springs.

In discussing the antiquity of the geysers, Mr. Hague gives some figures based on the ascertained growth of deposit around Old Faithful, and draws the conclusion that its measured thickness of seventy feet must have required 25,000 years to reach its present development. He adds: "This gives us a great antiquity for the geyserite, but I believe that the deposition of the silicious sinter in the park has been going on for a still longer period of time." The number of geysers, hot springs, mud-pots, and paint-pots scattered over the park exceeds 3,500, according to the same authority; and if to these be added the fumaroles and solfataras, from which issue in the aggregate enormous volumes of steam and acid and sulphur vapors, the number of active vents would, in all probability, be doubled.

The Theory of Geyser Action.

Herschell, Bunsen, Comstock, McKenzie, and other scientists have advanced theories as to geyser action, and that of Bunsen is generally accepted in the main. The presence of igneous rocks which still retain their heat at a considerable distance below the surface, and the admission of water to subterranean apertures, or tubes, seem to be the requisite conditions to produce a geyser. This word, by the by, is derived from the Icelandic word *geysa*—to gush. Steam is formed within caverns or chambers partly filled with water; and a column of water, as well as the steam itself, is driven

out through the tube. Intermittent geyser action may result from curvatures in the tube, deposits of water being left in the depressions from previous upheavals, to await the next discharge, the intervals between the eruptions being governed by the size of the chambers wherein the steam is generated, conditions of temperature, etc. It has been noticed that geysers occur where the intensity of volcanic action is decreasing. In the neighborhood of active volcanoes, such as Vesuvius, the temperature appears to be too high, and the vapor escapes as steam from what are called *stufas*. When the rocks are more cooled, the water comes forth in a liquid form. Says Dr. Peale in *Science* (July 27, 1883): "It is probable that all geysers are originally due to a violent outbreak of steam and water, and that the first stage is that of a huge steam vent. Under such conditions irregular cavities and passages are more likely to be formed than regular tubes. The lining of the passages and tubes takes place afterward, and is a slow process. Whether the subterranean passages in which the water is heated are narrow channels, enlargements of tubes, or caverns and tubes, is probably of little consequence, except as the periods or intervals of the geyser are influenced. If water in a glass tube be heated rapidly from the bottom, it will be violently expelled from the tube; or, if boiled in a kettle that has a lid and a spout, either the lid will be blown off or the water will be forced out of the spout. In the first case we have an explanation, in part, at least, of Bunsen's theory; and the second exemplifies the theories which presuppose the existence of subterranean cavities and connected tubes. The simpler the form of the geyser tube, the less is the impediment to the circulation of the super-heated water; and in this fact lies the explanation of the difference between constantly boiling springs and geysers. The variations and modifications of the subterranean water passages, however, must be important factors entering into any complete explanation of geyseric action." Changes are sometimes produced by slight earthquake

shocks, such as are reported to have thrown into activity in the winter of 1892-93 some of the geysers previously quiet, making changes in particular in the Norris Geyser Basin.

The Mammoth Hot Springs.

We shall make two visits to the Mammoth Hot Springs — before and after the tour of the park—so that there will be ample time to inspect the wonders of the region. The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet. The total area covered by the travertine is about two square miles, including the massive beds on top of Terrace Mountain, which are pre-glacial. The greater part of the travertine rests on mesozoic limestone. There are eight well-defined benches or terraces, with a more or less level top and steep slopes. There are seventy-five active springs, varying in temperature from 80 to 165 degrees Fahrenheit, in all of which algæ have been found growing. This vegetation, according to Mr. Weed, has been found to produce an important result in the formation of the travertine, and in producing its varied coloring. The Mammoth Hot Springs terraces are distinguished from all the other hot spring deposits in the park by being carbonate of lime. The others are silicious sinter. The principal objects of interest are the extinct spring cones, Liberty Cap, an isolated shaft forty-five feet in height and twenty feet in diameter, and The Thumb, which are situated on the principal plateau, near the hotel; the Pulpit Basins, Marble Basins and Blue Springs on the main terrace above; and Cleopatra's Bowl, Cupid's Cave, and the Orange Spring, which are higher and farther back.

There are several hot springs within a few feet of the Gardiner River ; and the feat of catching trout in the pure, cold stream, and boiling them in the neighboring spring before they are detached from the hook, may actually be performed. In a depression above the spring formations is a little lake, containing both hot and cold springs. There are several falls upon the Gardiner River, the finest being upon the Middle Fork, about four miles distant from the hotel. These falls are 140 feet high, and are in a cañon 1,200 or 1,500 feet deep. Near at hand are Bunsen Peak (8,775 feet) and the bold Sheepeater Cliffs. The latter take their name from a tribe of Indians that is supposed to have once inhabited this part of the park, and to have lived chiefly upon the mountain sheep, which still abound on Mount Evarts and in other secluded places.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs in the morning, the parties will proceed to the Fountain Hotel, in the Lower Geyser Basin, a distance of forty-two miles. The journey and the subsequent trips about the park will be made in comfortable spring wagons. The road completed by the government a few years since leads from the springs up the Gardiner River Cañon and through the Golden Gate, by Rustic Falls, to the elevated plateau above. On emerging from the rocky pass, at the head of the falls, and near the pretty little sheet of water known as Swan Lake, which forms one of the numerous sources of the Gardiner, a fine view is had of the Gallatin range. These mountains occupy a considerable area in the northwestern section of the park, the prominent peaks being Quadrant Mountain (9,127 feet), Bell's Peak (10,331 feet), and Mount Holmes (10,578 feet). Bunsen Peak, which we have left behind us, and also Electric Peak, Sepulchre Mountain, and Cinnabar Mountain, belong to the same range. Near the crossing of the Middle Fork of the Gardiner is an old Indian trail

which the Bannocks formerly used. Willow Park is the name given to a little region which has often served as a camping place, and not far beyond are the famous Obsidian Cliff and Beaver Lake. There is a ridge 1,000 feet in length, and from 150 to 250 feet in height, rising in almost vertical columns from the eastern shore of the little lake. This mass is composed of volcanic glass; and when it was found advisable to construct a carriage road along its base, the only practicable way of operation was to build huge fires upon the largest masses, and, after they had been expanded by the heat, to dash cold water upon them. This had the effect of fracturing the blocks into fragments, so that they could be removed. Smaller blocks of obsidian are found in other parts of the park. Mr. Joseph P. Iddings, of the United States Geological Survey, has given an interesting account of Obsidian Cliff in the "Seventh Annual Report." Beaver Lake was formerly the home of a numerous colony of those industrious little animals, and around its wooded shores are many hot and cold springs. The road flanks the lake for a mile or so, skirts the alum waters of Green Creek, and then crosses the divide which separates the waters of the Gardiner River, which flow into the Yellowstone, from those of the Gibbon River, which find their way into the Madison. There are a number of pretty little lakes near the road north of the Norris or Gibbon Geyser Basin.

The Norris or Gibbon Geyser Basin.

This is the first of the true geyser sections reached in entering the park by this route. The Gibbon River was named by Dr. Hayden in 1872, in honor of General John Gibbon, who had partially explored it; and the discoverer of the Geyser Basin (in 1875) was Mr. P. W. Norris, then superintendent of the park. This basin is the highest in the park, its elevation being 7,257 feet above the ocean level; and it covers

an area of about six square miles. There are numerous springs of water and mud and a few veritable geysers, the chief of these being the New Crater and the Monarch. The Monarch plays once or twice daily, and emits a large amount of water which courses down the neighboring flat. It emits a stream to the height of about 100 feet. The Hurricane is a fierce, roaring spring that is expected to develop into a geyser. The Growler is the significant name of a vigorous steam vent, and the Constant is a handsome geyser, frequently in action, upon the flat below. There is a small geyser at the top of the hill which has been metamorphosed from a mud slinger into a clear fountain; and a fierce spring beside the road, nearer the hotel, which gives indications of future greatness, was named the Congress Geyser by the International Geological Congress of 1891. The New Crater broke out with great vigor in 1890, but is now less violent, while the "Steamboat Vent" developed rapidly in size and power in 1893. The "Minute Man" is a small geyser near the road. Dr. Peale enumerates ninety-seven springs of various kinds within this basin. The peculiarities here noticed are the absence of any very great accumulation of deposits, and the newness of some of the important geysers.

The Artists' Paint Pots.

The road from the Norris Basin southward crosses a ridge, and, descending therefrom to the Gibbon Meadows, or Elk Park, soon enters the wild cañon of the Gibbon River. Half a mile east of the road, and just north of the entrance to the cañon, is a collection of hot mud springs of various colors, known as the Artists' Paint Pots.

Gibbon Falls.

Continuing through the Gibbon Cañon, beside the swift-flowing river, the traveler finds himself between two steep slopes, for the most part well wooded. The road

follows the river to a point below the picturesque Gibbon Falls, and is eventually to be extended still farther along the stream to the Firehole Basin (or Lower Geyser Basin), thus avoiding a series of difficult hills. The falls, which are eighty feet in height, are seen to great advantage from the new roadway, which at this point occupies a high perch directly in front of the cataract.

The Lower Geyser Basin.

The new Fountain Hotel, in the Lower Geyser Basin, is one of the best in the park, as well as one of the largest. It is situated but a short distance from the Fountain Geyser and the Mammoth Paint Pots, or Mud Puffs, which are among the chief sights of this region. The Lower Basin is the largest of the geyser areas. It is roughly rectangular in shape and about three miles square, with an elevation of 7,150 feet. It contains innumerable hot springs, and seventeen geysers, the largest of which is the Great Fountain, situated a mile or so from the hotel, but difficult of access, except by a roundabout path, or at the expense of wet feet in crossing the boggy expanse in front. In the same neighborhood are some interesting springs, in one of which escaping gas plays like a blue flame, while in another may be seen the bleached bones of an unfortunate elk or buffalo. The Fountain Geyser plays with comparative regularity, usually about once in two hours.

The Excelsior Geyser and Prismatic Lake.

In the ride between the Lower and Upper Basins, a halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise Spring, and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, was in a state of great activity during 1888, after a period of inaction lasting about six years. The eruptions occurred

at intervals of about an hour, and were very powerful. A great dome of water, often accompanied by lavatic stones, was thrown into the air to a height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. Early in 1889 the geyser again ceased action, but in 1890 it resumed its work for a brief period with diminished force. It is now inactive except as a boiling spring. The crater is an immense pit, 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Cauldron was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. Hell's Half Acre is another expressive title given to this terrible pit. Two rivulets pour fourth from the cauldron and from the neighboring springs, and the algæ, which grow profusely along their channels, are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

The Upper Geyser Basin, about two and a quarter miles long by one and a quarter miles wide, contains the greatest number, and with the exception of the Excelsior, the largest geysers in the park. There are forty geysers, nine of which are large, besides many beautiful hot springs. As the road enters the basin, it passes the Fan, Mortar, and Riverside geysers, and, a little beyond the bridge, the Grotto. To the left, on the same side of the river as the Grotto, are the Giant and Oblong, and to the right the Splendid, with the White Pyramid (built up by a hot spring), in the distance. The Castle is farther south, on the west bank, while on the opposite side of the river are the Grand, Giantess, Bee Hive, the Lion group and others. Old Faithful, the most

regular of the large spouters, is near the hotel, at the southern extremity of the basin. In the western part of the basin are the Punch Bowl, Black Sand Spring, and Emerald Pool (the latter being on the opposite side of Iron Creek). The Springs have generally great depth and clearness, and the beholder can examine minutely the delicate formations far beneath the surface. The edges are in many cases scalloped and variously tinted, causing the deep blue spring and its exquisitely colored border to resemble a mammoth flower. One spring bears the appropriate name of the Morning Glory. Another very beautiful spring is situated quite near the Castle Geyser. There is no time when the subterranean forces are inactive, and strange sights and sounds greet the visitor on every side. Old Faithful was so named by Mr. N. P. Langford in 1870, at the time of the visit of the Washburne exploring party. This party also named the Bee Hive and others of the geysers in the vicinity. The Castle was named by Langford and Doane, in 1870, and the Grand by Dr. Peale in 1871. What is generally known as the Lion Group (Lion, Lioness, and two cubs), was called the Trinity by Professor Comstock. The largest of the group was called Niobe by Dr. Peale. The Silver Globe group of springs and geysers is a mile below the bridge, west of the river. The Solitary is at the edge of the timber, half a mile south of the hotel. It is chiefly remarkable on account of the pearl-like formations about its margin. The Lone Star, which has a remarkably handsome cone, is situated about four miles south of the hotel.

From the Upper Geyser Basin to Yellowstone Lake.

The route between the Upper Geyser Basin and Yellowstone Lake leads across the divide, east of the Upper Geyser Basin, the continental ridgepole being twice crossed, in fact. One part of the route commands a fine view of Shoshone Lake and the

southern part of the park. The road emerges upon the lake shore near West Bay, or The Thumb, another region of geysers, hot springs and "paint pots." One of the hot springs is at the very edge of the lake, and the feat of catching a trout and boiling it in the hot pool without changing one's position, is an exploit that any fisherman can perform. A small steamer, which makes pleasant excursions on the lake, plies between The Thumb and the hotel, at the outlet, and a stage road also leads thither. After lunch, at West Bay, we continue our journey by the latter route, arriving at the Lake Hotel in the afternoon.

Yellowstone Lake.

Yellowstone Lake, the largest body of water in North America at this altitude (7,741 feet), and one of the largest in the world at so high an elevation above sea level, presents a superficial area of 139 square miles, and a shore line of nearly 100 miles. It is shaped roughly, like an outspread hand, with a clearly defined, though overgrown, thumb, but with hardly the regulation number of fingers. The outlet is at the wrist, and the new hotel is pleasantly situated a short distance therefrom. It occupies a bold bluff upon the shores of the lake, and overlooks a wide expanse of its fair surface and the beautiful mountains beyond. The lofty summits in the southward extension of the Absarokas, culminating in Mounts Doane, Langford, Stevenson, Silver Tip, Chittenden, and Cathedral Peak—all over 10,000 feet high—and Eagle Peak—which rises to the still greater height of 11,100 feet—occupy the southeast corner of the park reservation beyond the lake. These, and other beautiful peaks, are seen at a distance of twenty miles or more, as the Savoy Alps are viewed across Lake Lucerne. Indeed, the resemblance between Yellowstone Lake and the Swiss Lakes is quite marked. Southward are seen Mount Hancock and Mount Sheridan, the latter

showing over the right shoulder of Flat Mountain. There are several islands in the lake; and the eastern shores, which are plainly in sight, are very romantic and inviting. Between two and three miles from the hotel is the Natural Bridge, which has been worn out by a little stream descending from the mountains to the lake. Fishing and rowing excursions are among the chief amusements of this resort. The trout are very plentiful, and a fine lot of boats, with competent oarsmen, may be engaged at all times.

From the Lake to the Cañon.

On leaving the hotel at the lake we shall descend the Yellowstone Valley to the Falls and Grand Canon, about eighteen miles distant. The river is in sight nearly all the time, and there are many beautiful views along the route. About seven miles from the lake a mud geyser and a mud volcano may be seen near the road. The latter is a circular pit, or crater, fifteen or twenty feet deep, and from a capacious opening, or mouth, on one side, at the bottom, waves of mud are emitted with great force, the pulsations numbering from fourteen to eighteen each minute. A few miles below is Sulphur Mountain, or the Crater Hills. There is here a most interesting display of thermal action, sulphur being deposited in most delicate crystals in innumerable cavities and vents. At the base of the nearest hill is a furious hot spring. Here, as elsewhere, explorers should exercise great caution, as the springs and hot streams are in places hidden by thin crusts.

The Yellowstone Falls.

The Grand Cañon hotel is situated upon an elevated plateau west of the Grand Cañon of the Yellowstone, and about half a mile from the Lower Fall. It is one of

the best-appointed hotels in the park, and has good accommodations for a large number of guests.

For miles above the Upper Fall the river flows in a strong and steady current between low and grass-covered banks. A few hundred yards above the first cataract three isolated and water-worn rocks tower above the waters like the piers of some ancient bridge. At the head of the fall the river has a width of about eighty feet, and the waters plunge over a shelf, between walls that are from 200 to 300 feet in height, upon a partially submerged reef 110 feet below. Dense clouds of spray and mist veil fully one third of the cataract from view. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 310 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had from the banks below, where many jutting points afford an outlook upon the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and algæ.

Midway between the two falls the road crosses Cascade Creek, which flows down to the Yellowstone from the slopes of Mount Washburne. There are here three beautiful little falls known as the Crystal Cascades, 129 feet in height; and directly beneath the bridge is the Grotto Pool.

The Grand Cañon of the Yellowstone.

Of the purely topographical features of the Grand Cañon of the Yellowstone, Mr. Henry Gannett (in Hayden's "Twelfth Annual Report") says: "Commencing at the

falls, it extends down nearly to the mouth of the East Fork, a distance, as the river flows, of twenty-four miles. Indeed, from the falls to the mouth of Gardiner's River, the Yellowstone is in a continuous cañon ; but the partial break at the mouth of the East Fork separates it into two parts, known as the Grand and the Third Cañons. The former occupies the line of greatest depression in a volcanic plateau, which slopes to the northward and southward from the Washburne group of mountains, and to the westward from the Amethyst Ridge of the Yellowstone range. Its course is north-east as far as the extremity of the Washburne group ; and, after passing that, it turns north, with a very slight inclination west. The height of the plateau at the falls is about 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall the river level is but a few feet below the top of the plateau. This fall adds 112, and the lower fall 300, feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile. As far as the extremity of the Washburne Mountains, a distance of twelve miles, the cañon continues to increase in depth, both by the fall of the stream and the rise of the plateau ; and the extreme depth, 1,200 feet, is attained at this point. Thence the depth decreases rapidly, and at the mouth of Tower Creek it is but 500 or 600 feet deep on the west side, and about 1,000 feet on the east side. The width of the cañon at the top varies from one fourth of a mile to a mile ; and the angle of slope of the walls from the top to the water's edge ranges from 45 degrees to 75 degrees with a horizontal line."

These are the cold topographical facts and figures regarding this greatest of all the park marvels, and they are quickly forgotten when the beholder gazes down into the

gigantic rift. Neither pen nor pencil can do justice to its stupendous grandeur or its marvelous coloring, wherein it differs essentially from any similar scenic feature of the world's diversified surface. The mountainous region of Colorado has deeper cañons, while the Grand Cañon of the Colorado River, in Northern Arizona, has twice and thrice its depth; but they cannot be compared in impressive beauty with the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. In one place, near the top, a great rock spire, twice as high as Trinity steeple, has split away from the mass of rock behind it, and seems to be ready to topple over into the abyss at any moment, so insecurely is it poised on the shallow shelf beneath. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen, with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. The yellows and reds, due to iron deposits, predominate. Says the Rev. Almon Gunnison (in *Rambles Overland*): "Language is but a clumsy thing with which to paint the glories of this wonder place. The richest pigments of artists of largest fame have failed; and while men have smiled at the flaming canvas, and said, 'It is impossible,' the baffled painter

has grieved that his poor brush had failed to tell half the story of this exceeding loveliness."

M. M. Ballou, in *The New Eldorado*, gives the following animated word-picture of the scene as viewed from below the fall: "The grouping of crags, pinnacles, and inaccessible points is grand and inexpressibly beautiful. Eagles' nests, with their young, are visible at eyries quite out of reach save to the monarch bird itself. On other isolated points far below us are seen the nests of fish-hawks, whose builders look like swallows in size as they float upon the air, or dart for their prey into the swift, tumultuous stream that threads the valley. Gazing upon the scene, the vastness of which is bewildering, a sense of reverence creeps over us, a reverence for that Almighty hand whose power is here recorded in such unequaled splendor. At last it is a relief to turn away from looking into this sheer depth, and reach a securer basis for the feet. Still we linger until the sunset shadows lengthen and pass away, followed by the silvery moonlight. Every hour of the day has its peculiar charm of light and shade as seen upon the cañon and its churning waters."

Dr. Hayden says in one of his reports: "No language can do justice to the wonderful grandeur and beauty of the cañon below the Lower Falls, the very nearly vertical walls slightly sloping down to the water's edge on either side, so that from the summit the river appears like a thread of silver foaming over its rocky bottom; the variegated colors of the sides—yellow, red, brown, white—all intermixed and shading into each other; the gothic columns of every form standing out from the sides of the walls with greater variety and more striking colors than ever adorned a work of human art. The margins of the cañon on either side are beautifully fringed with pines. . . . The decomposition and the colors of the rocks must have been due largely to hot water from the springs, which has percolated all through, giving to

them their present variegated and unique appearance. Standing near the margin of the Lower Falls, and looking down the cañon—which appears like an immense chasm or cleft in the basalt, with its sides 1,500 to 1,800 feet high, and decorated with the most brilliant colors that the human eye ever saw, with the rocks weathered into an almost unlimited variety of forms, with here and there a pine sending its roots into the clefts on the sides, as if struggling, with a sort of uncertain success, to maintain an existence—the whole presents a picture that it would be difficult to surpass in nature. Mr. Thomas Moran, the celebrated artist, and noted for his skill as a colorist, exclaimed, with a kind of regretful enthusiasm, that these beautiful tints were beyond the reach of human art. It is not the depth alone that gives such an impression of grandeur to the mind, but it is also the picturesque forms and coloring. . . . It is a sight far more beautiful than, though not so grand or impressive as, that of Niagara Falls.”

There are many fine points of observation, the best of which are at the verge of the Grand Falls, from Lookout Point, and Inspiration Point. The latter is about two miles from the hotel, and affords by far the finest view of the cañon. Just west of the pathway in the woods, and near the fork leading out to Inspiration Point, is the Hague Boulder, a gigantic mass of granite brought hither from the mountains in glacial times.

At the Mammoth Hot Springs Again.

From the Grand Cañon Hotel to Mammoth Hot Springs the route is *via* the Norris Geyser Basin Hotel, twelve miles distant from the cañon. An excellent road extends across from the Yellowstone to the Norris Basin, where we reach the thoroughfare by which we journeyed southward, so that the farther ride of twenty-one miles is over

familiar ground. About midway on the route from the cañon to Norris Geyser Basin are the Virginia Cascades, which are situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more; and the road, after approaching the cascade at the top, descends the hill in front of the fall. Just beyond, the road makes a sharp bend beyond a rock barrier called Cape Horn.

The party will reach the hotel at Mammoth Hot Springs in the afternoon, and remain until the following day. In case the number of tourists is so large as to make it advisable, the party will be divided into two sections for the park tour, one of which will reverse the route herein described. The places to be visited will be precisely the same in both cases.

Over the Northern Pacific Railroad Eastward.

Leaving the hotel at Mammoth Hot Springs by stage, we shall proceed to Cinnabar, where Pullman cars will be in waiting for the journey over the Northern Pacific Railroad to St. Paul. Our route takes us back to Livingston on the Park Branch, and then eastward on the main line. For some 350 miles we follow the banks of the Yellowstone. Billings, named in honor of Hon. Frederick Billings, a former president of the Northern Pacific Railroad, is a flourishing town of 1,500 inhabitants, 1,020 miles from Tacoma and 891 miles from St. Paul. Twenty-eight miles east of Billings is Pompey's Pillar, a mass of sandstone about 400 feet high, on the side of which Captain William Clark, the explorer, carved his name, July 25, 1806. At Big Horn the railroad passes through a tunnel 1,100 feet long, and immediately after crosses the Big Horn River on a bridge 600 feet in length. Custer, Forsyth, and Miles City are places named in honor of military heroes. The latter is a young city of considerable importance, and a few miles west of it is Fort Keogh. Thirty-six miles east of Glendive and one mile

west of Sentinel Butte, we pass out of Montana, through which we have journeyed on the main line of railway 780 miles. The succeeding 367 miles lie within the new State of North Dakota. Both North and South Dakota were admitted to statehood in 1889, together with Montana and Washington. The former had a population of 182,719 in 1890.

Pyramid Park or the "Bad Lands."

On entering North Dakota, we soon find ourselves in the famous "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata. The coloring is very rich. Between these curiously shaped elevations are ravines and gulches through which streams meander; and there are occasional park-like tracts that afford nutritious grazing for cattle. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour traverser*," meaning that it was a difficult country to travel through, and the term has been carelessly translated and shortened into "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which

cost \$1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River Valley, is a stirring city. It is situated 251 miles from St. Paul.

Minneapolis and St. Paul.

Although less than thirty years old, Minneapolis had a population of 164,738 in 1890 — an increase of 117,851 in ten years — and its builders can hardly keep pace with the demands of trade and the calls of new-comers for residences. Its streets and avenues are spacious, and in many instances lined with trees; while its business blocks are among the most substantial and elegant in the country. Its immense manufacturing interests are headed by twenty-five flouring mills, which turned out 9,747,325 barrels of flour, worth \$42,630,000, in 1892, and by fifteen lumber mills, in which 447,713,252 feet of lumber were cut in 1891. Our stay in Minneapolis will be at the West Hotel. There will be a carriage ride through the most interesting business and residence sections of the city.

The party will proceed from Minneapolis Monday, August 20 and September 10, to the sister city of St. Paul, only ten miles distant. There will be a transfer from the Union station in the latter city to the Hotel Ryan. St. Paul is a city of recent and very rapid growth, although the oldest-settled portion of that empire of the Northwest, Minnesota. It was long an Indian town, and in 1680 was visited by Father Hennepin. The first white settlement was founded in 1838, and a Catholic mission was called St. Paul's; hence the name of the city. The town was incorporated in 1849 with a population of 400, and the city in 1854, with a population of 4,500. The St.

Paul of to-day has a population of 133,156, according to the recent census, and is one of the handsomest as well as one of the busiest cities in America. Its wholesale trade amounts to over \$72,000,000 per year. It is the capital of the State and the county seat of Ramsey county. Its situation, at the head of navigation on the Mississippi River, was at the outset greatly in its favor, and the centering here of the great railway systems of the Northwest has given it still greater importance. The public buildings of St. Paul, and many of the business edifices, are truly magnificent structures. Summit avenue, which leads towards Fort Snelling, is lined with handsome residences. The Fort is situated on the high banks of the Mississippi River near the mouth of the Minnesota River. There will be a carriage ride Tuesday forenoon.

From St. Paul Eastward.

The parties will leave St. Paul Tuesday evening, by the Wisconsin Central line for Chicago, and that city will be reached about 10 o'clock the succeeding forenoon. There will be a transfer from the Wisconsin Central station to The Auditorium, where the tourists are to remain until the following day. On Thursday there will be a transfer to the Dearborn station (on Polk street at the head of Dearborn street), whence we shall depart at 2.30 P. M. From Chicago to Port Huron our route is over the Chicago & Grand Trunk Railway. At Port Huron we enter upon the Grand Trunk Railway, and crossing the St. Clair River to Sarnia, through the new tunnel, proceed over the Southern Division of that road to Suspension Bridge.

The tourists will arrive at Niagara Falls, N. Y., Friday morning, and remain there until late in the afternoon. The day can be spent in an inspection of the great cataract and the other attractions of the place, the time being ample for a round of all the chief points of interest. The International Hotel, where dinner will be provided, is in

proximity to Prospect Park, the Rapids, and the entrance to Goat Island, and also near the upper suspension bridge that leads across to the Canada shore just below the falls. Leaving Niagara Falls, from the New York Central & Hudson River Railroad station, we proceed eastward over the West Shore and Hoosac Tunnel route, through the central part of New York and Western Massachusetts to Boston, where the parties will arrive Saturday morning, August 25 and September 15.

For the itinerary in detail see pages 14-18.



SEASON OF 1894.

A GRAND TOUR

THROUGH THE

Yellowstone National Park

With a Complete Round of all the Points of Interest in that

LAND OF MARVELS,

INCLUDING VISITS TO

The Mammoth Hot Springs, Norris Geyser Basin, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, and Grand Canon of the Yellowstone; also
to Chicago, St. Paul, Minneapolis, and Niagara Falls.

*THE PARTY TO LEAVE BOSTON Monday, September 3,
AND TO RETURN Tuesday, September 25.*

Price of Tickets (all Traveling Expenses Included), - - - \$250.00.

RAYMOND & WHITCOMB,
296 Washington Street (opposite School Street), Boston.



1894. ————— TENTH YEAR ————— 1894.

EXCURSION

— TO THE —

Yellowstone National Park.

From September 3, to September 25.

IN addition to our several tours through the Yellowstone National Park, in connection with transcontinental and other trips, we have arranged for one excursion in which the park is made the main objective point, the journeys to and from that region being broken, however, by several interesting visits to the cities and points of picturesque interest *en route*. The plans for the round of travel through the great American Wonderland have been made upon the same generous scale which has distinguished our Yellowstone Park trips in past years, involving extra days within the park, extra stage service, and ample time for rest as well as sight-seeing. Tourists in general endeavor to crowd their journey into fewer days, with a result that is unsatisfactory in many ways. With the improvements that have been made in roads and hotels within the past few years, the added time means much. It means that many points of interest are seen that the hurried traveler must neglect, and above all, it signifies time for rest after the long stage rides, and opportunities to do one's sight-seeing in a systematic and comprehensive way.

From Boston to Chicago.

The party will leave Boston for Chicago, Monday, September 3, by the Hoosac Tunnel, West Shore and "Nickel Plate" route. This line takes the traveler through Northern Massachusetts and Central New York to Buffalo. Beyond Buffalo it follows the shore of Lake Erie to Cleveland, Dunkirk, Erie, Painesville and other important places being on the route. Indiana is then crossed by way of Fort Wayne and Valparaiso. On arrival in Chicago there will be a transfer to The Auditorium, which will be the headquarters of the party on Wednesday and Thursday. The two-days' stay will allow of visits to the principal points of interest in the metropolis of the West, such as the City Hall and Court House, the Board of Trade, the Water Works pumping stations, the Union Stock Yards, and the various splendid parks. A fuller description of Chicago will be found on pages 19, 20.

From Chicago to St. Paul and Minneapolis.

Leaving Chicago Thursday afternoon, September 6, by the Wisconsin Central line (station at the corner of Harrison street and Fifth avenue), the party will proceed through Wisconsin to St. Paul. On arrival in that city Friday morning the passengers will be transferred to the Hotel Ryan, and in the course of the day there will be a carriage ride, with visits to the chief business and residence sections, the Capitol, Summit avenue, etc. (See page 58.)

The party will proceed Saturday morning to the neighboring city of Minneapolis, where Sunday will be passed at the elegant West Hotel. There will be a carriage ride Saturday afternoon, with visits to the chief points of interest in Minneapolis and its charming suburbs. (Page 58.)

Westward on the Northern Pacific Railroad.

The westward journey will be resumed Monday afternoon, the route lying over the main line of the Northern Pacific Railroad. During this part of the trip meals will be served on one of the elegant dining cars of the Northern Pacific line. We first ascend the Mississippi Valley, passing through a rich and fruitful section of Minnesota. Then we traverse the new State of North Dakota. For a time we are in the great wheat belt of the Northwest, and actually upon some of the famous bonanza wheat farms. The Red River and the Missouri are both crossed by the railway line, and upon the banks of the latter stream is situated the thriving capital of the State—Bismarck. On the western bank of the Missouri, opposite Bismarck, is the flourishing railway city of Mandan. Near the western border of North Dakota, and a little over 600 miles from St. Paul, we pass through the northerly section of the famous “Bad Lands.” A mile west of the station of Sentinel Butte the train crosses the State line, and enters the new State of Montana, which possesses the princely domain of 146,080 square miles. At Glendive we reach the Yellowstone Valley, which we traverse the remainder of the way to the Yellowstone National Park. (Pages 56-57.)

Through the Upper Yellowstone Valley.

Leaving the main line of the Northern Pacific Railroad at Livingston, we shall turn southward, and ascend the Yellowstone Valley fifty-one miles farther to Cinnabar, which lies only a short distance from the northern border of the National Park. We are now fairly in the mountain region, and the scenery of the upper valley is certainly magnificent—a fitting prelude to the wonders of the park.

Conveyance is had from Cinnabar to Mammoth Hot Springs, a distance of seven miles, by stage, and the hotel will be reached between 12.00 and 1.00 P. M. on Wednes-

day. As the round of the park is to be the same that has already been described in connection with the Colorado, Utah, and Yellowstone excursions (pages 33-56), we shall in this place confine ourselves to a mere outline of the tour.

The Yellowstone National Park.

Leaving Mammoth Hot Springs Thursday morning, the parties will proceed southward, *via* the Golden Gate and Obsidian Cliff, to Norris Geyser Basin, where there will be a halt for lunch. The afternoon journey will extend through the Norris Geyser Basin, the Gibbon Cañon, and by the beautiful Gibbon Falls. The Fountain Hotel will be made the halting place for the night, and there will be ample time to visit the Fountain Geyser, the "Mammoth Paint Pots," and the other objects in the vicinity.

Leaving the Fountain Hotel the next morning, there will be a short ride to the Excelsior Geyser and the neighboring springs, and from thence to the Upper Basin, where the big geysers are situated. "Old Faithful," the "Bee Hive," and the "Giant-ess" are near the hotel, while the "Castle," "Giant," "Grotto," "Grand," "Splendid," and others are within easy walking distance. The party will return to the Fountain Hotel in the afternoon.

From the Lower Geyser Basin the tourists will proceed on Saturday to Yellowstone Lake, arriving at West Bay, or the "Thumb," for lunch, and at the Yellowstone Lake Hotel at night. Sunday will be passed at the Lake Hotel.

The next stage of the journey leads down the valley of the Yellowstone to the Grand Cañon Hotel, which stands in proximity to the Falls of the Yellowstone, and the grandest scenic feature of the park, the Yellowstone Cañon. After an inspection of these wonders there will be a short stage ride to the Norris Geyser Basin lunch

station, and from thence back to Mammoth Hot Springs is a journey of a few hours only. After a night's rest at the Springs the party will return to Cinnabar and Livingston, beginning the eastbound journey on the main line of the Northern Pacific Railroad, Wednesday, September 19.

A full week will be given to the park excursion,—a longer time than is generally assigned to this round by tourists,—and there will, of course, be ample time for sight-seeing at all the principal points of interest.

From the Park Eastward.

The journey over the Northern Pacific Railroad, from Livingston eastward, will take the traveler through Montana, North Dakota, and Minnesota. The "Bad Lands" of Dakota will be passed through by daylight, and other interesting sections of the route will also be seen under the same favorable conditions.

From St. Paul to Chicago.

The party will reach St. Paul on Friday, September 21, and proceed over the Wisconsin Central line. The train will arrive in Chicago Saturday morning.

From Chicago Eastward.

There will be a transfer by Parmelee's omnibuses from the Wisconsin Central station to The Auditorium for breakfast and dinner, and thence to the Dearborn station (Polk and Dearborn streets, between Third and Fourth avenues), from which the party will depart, *via* the Chicago & Grand Trunk Railway, at 2.30 P. M. Supper will be provided on a Chicago & Grand Trunk dining car. The route eastward is over the road mentioned and the Southern Division of the Grand Trunk Railway.

Niagara Falls.

Sunday and Monday will be passed at Niagara Falls, and thus the party will have ample time to visit the great cataract, Prospect Park, Goat Island, and the other points of interest.

Leaving Niagara Falls by the West Shore and Hoosac Tunnel route, Monday afternoon, the party will proceed eastward, and arrive in Boston (Fitchburg Railroad station, Causeway street), at 10.20 the succeeding morning.

ITINERARY.

MONDAY, September 3. *First Day.*—Leave Boston from the Fitchburg Railroad station, Causeway street at 3.00 P. M., in palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Rotterdam Junction westward *via* the West Shore Railroad.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

TUESDAY, September 4. *Second Day.*—From Buffalo westward on the New York, Chicago & St. Louis ("Nickel Plate") Railroad; arrive in Chicago at 10.30 P. M.; omnibus transfer to The Auditorium, Breslin & Southgate, proprietors.

WEDNESDAY, September 5. *Third Day.*—In Chicago.

THURSDAY, September 6. *Fourth Day.*—In Chicago. Transfer from the hotel, and leave Chicago by the Wisconsin Central line at 5.00 P. M.; supper on Wisconsin Central dining car.

FRIDAY, September 7. *Fifth Day.*—Arrive in St. Paul at 8.00 A. M.; omnibus transfer from the Union station to the Hotel Ryan; carriage ride, with visits to the chief business and residence sections of the city, the Capitol, Summit avenue, etc.

SATURDAY, September 8. *Sixth Day*.—Transfer from the Hotel Ryan to the Union station, and leave St. Paul, *via* Wisconsin Central line, at 8.00 A. M. ; arrive in Minneapolis at 8.40 A. M. ; omnibus transfer from the Union station to the West Hotel, John T. West, proprietor ; carriage ride in the afternoon, with visits to the finest business and residence sections of the city, the great flour mills (the largest in the world), the bridge below St. Anthony's Falls (affording the best view of the falls), the Exposition Building, etc.

SUNDAY, September 9. *Seventh Day*.—In Minneapolis.

MONDAY, September 10. *Eighth Day*.—Transfer from the West Hotel to the Union station, and leave Minneapolis at 4.50 P. M. *via* the Northern Pacific Railroad ; meals will be served in a Northern Pacific dining car.

TUESDAY, September 11. *Ninth Day*.—On the Northern Pacific Railroad *en route* through North Dakota and the eastern part of Montana.

NOTE.—Railway time changes at Mandan, N. D., from Central standard, or 90th meridian to Mountain standard, or 105th meridian — one hour slower.

WEDNESDAY, September 12. *Tenth Day*.—Arrive at Livingston, Mont., at an early hour, and leave, *via* the National Park Branch of the Northern Pacific Railroad, at 8.15 A. M. ; arrive at Cinnabar at 10.15 A. M. ; leave Cinnabar by stage at 10.30 A. M. ; arrive at Mammoth Hot Springs Hotel at 12.30 P. M.

NOTE.—The hotels in the Yellowstone National Park are under the direction of A. J. Dean as general manager.

THURSDAY, September 13. *Eleventh Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M., for the tour of the park ; arrive at Norris Geyser Basin at 12.00 M. ; lunch there ; leave Norris Geyser Basin at 1.30 P. M. ; arrive at Fountain Hotel, Lower Geyser Basin, at 5.30 P. M.

FRIDAY, September 14. *Twelfth Day*.—Leave the Fountain Hotel at 8.00 A. M. ; visit Excelsior Geyser, Turquoise Spring, Prismatic Lake, and other objects of interest between the Lower and Upper Geyser Basins ; arrive at Upper Geyser Basin lunch station at 10.30 A. M. ; this is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and other great geysers ; lunch will be served here, and in the afternoon the party will return to the Fountain Hotel.

SATURDAY, September 15. *Thirteenth Day*.—Leave the Fountain Hotel at 7.00 A. M., for West Bay, or "Thumb," of Yellowstone Lake; lunch there; leave West Bay after lunch, and arrive at Yellowstone Lake Hotel at 7.00 P. M.

SUNDAY, September 16. *Fourteenth Day*.—At Yellowstone Lake.

MONDAY, September 17. *Fifteenth Day*.—Leave Yellowstone Lake Hotel at 10.00 A. M.; arrive at Grand Cañon Hotel at 1.00 P. M.

TUESDAY, September 18. *Sixteenth Day*.—At Grand Cañon Hotel. Leave at 10.00 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave Norris Geyser Basin at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

WEDNESDAY, September 19. *Seventeenth Day*.—At Mammoth Hot Springs. Leave Mammoth Hot Springs at 1.20 P. M.; arrive at Cinnabar at 3.00 P. M.; leave Cinnabar *via* the National Park Branch of the Northern Pacific Railroad at 3.15 P. M.; arrive at Livingston at 5.15 P. M.; leave Livingston at 5.30 P. M.

THURSDAY, September 20. *Eighteenth Day*.—On the Northern Pacific Railroad *en route* eastward through Montana and North Dakota. Meals on Northern Pacific dining car.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

FRIDAY, September 21. *Nineteenth Day*.—On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Arrive at St. Paul in the forenoon; dinner at the Union station dining rooms; leave St. Paul, *via* the Wisconsin Central line, at 1.25 P. M.; supper in Wisconsin Central dining car.

SATURDAY, September 22. *Twentieth Day*.—Arrive in Chicago (Wisconsin Central station, corner Harrison street and Fifth avenue) at 7.15 A. M.; omnibus transfer to The Auditorium for breakfast and dinner; transfer from the hotel to the Dearborn station (Polk and Dearborn streets), and leave Chicago, *via* the Chicago & Grand Trunk Railway, at 2.30 P. M.; supper on Chicago & Grand Trunk dining car; from Port Huron eastward to Niagara Falls *via* the Southern Division of the Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

SUNDAY, September 23. *Twenty-first Day.*—At the International Hotel, Niagara Falls, N. Y.

MONDAY, September 24. *Twenty-second Day.*—At the International Hotel, Niagara Falls. Leave Niagara Falls by the West Shore and Hoosac Tunnel route, from the New York Central & Hudson River station, at 4.52 P. M.

TUESDAY, September 25. *Twenty-third Day.*—Arrive in Boston (Fitchburg Railroad station, Causeway street), at 10.20 A. M.

NOTE.—Slight variations from this itinerary may be necessary.

Price of Tickets.

The price of tickets for the excursion described in the foregoing pages is **TWO HUNDRED AND FIFTY DOLLARS**. This sum covers all needed expenses of the entire round trip from Boston back to Boston inclusive of the following items: All transportation by rail and stage lines; a double berth (one half section) in the Wagner or Pullman palace sleeping cars during the railway journeys; all wagon transportation within the park in accordance with the itinerary; hotel accommodations in Chicago, St. Paul, and Minneapolis, at Mammoth Hot Springs, the Fountain Hotel (Lower Geyser Basin), Yellowstone Lake, and Yellowstone Grand Cañon (the four Yellowstone National Park hotels), and at Niagara Falls; incidental meals at hotels, dining stations, stage stations, and in dining cars; carriage rides in St. Paul and Minneapolis; omnibus transfers in Chicago, St. Paul, and Minneapolis; transportation and care of all checked baggage, and the services of conductors.

Extra Sleeping-Car Accommodations.

Price of an extra double berth, giving an entire section to one person:—From Boston to Livingston, \$14.50. From Livingston to Boston, \$14.50.


Price of a drawing room:—From Boston to Livingston, for one occupant, \$43.50; for two occupants, \$29.00—\$14.50 each; for three occupants, entire extra charge, \$14.50. From Livingston to Boston for one occupant, \$43.50; for two occupants, \$29.00—\$14.50 each; for three occupants, entire extra charge, \$14.50.

Stop-Over Privileges.

The tickets are good to return from Livingston, Mont., until December 31, 1894.

Persons returning from Chicago independently will be required to exchange their east-bound passage and sleeping-car coupons either at the city office of the Chicago & Grand Trunk Railroad, 103 South Clark street, Chicago, E. H. Hughes, Agent (to whom any application in advance for sleeping-car berths can be addressed), or at the Dearborn station. In order to avail themselves of the stop at Niagara Falls, passengers should leave Chicago at 2.30 P. M. Niagara Falls is the only point east of Chicago where "stop-over" privileges can be allowed.

Tickets for this excursion must be taken on or before Thursday, August 30, four days previous to the date of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston.

SEASON OF 1894.

GRAND EXCURSION OF SIXTY-SEVEN DAYS,

INCLUDING A VISIT TO THE

Yellowstone National Park,

AND A TOUR THROUGH THE

PACIFIC NORTHWEST, CALIFORNIA, AND COLORADO.

A Week in Wonderland and Visits to the Chief Cities of Washington, Oregon, and British Columbia, the Puget Sound Country, Mount Shasta Region, Sacramento Valley, San Francisco, Santa Cruz, Monterey, San Jose, Mount Hamilton, Santa Barbara, San Diego, Coronado Beach, Riverside, Los Angeles, Pasadena, Salt Lake City, Glenwood Springs, Manitou, Denver, Kansas City, Niagara Falls, etc.

DATE OF LEAVING BOSTON, MONDAY, SEPTEMBER 3.

PRICE OF TICKETS (all Traveling Expenses Included), - - - **\$560.00.**

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



AN AUTUMN TOUR TO
THE YELLOWSTONE NATIONAL PARK,
— AND —
THE PACIFIC COAST.
— SEPTEMBER 3 TO NOVEMBER 8. —

IN connection with our September trip to the Yellowstone National Park, there will be a tour of the same scope and extent through that wonderful region, and a farther excursion to the most picturesque sections of the Pacific Northwest and California. The entire length of one of the longest transcontinental railways will be traversed—the Northern Pacific, which extends along the northern frontier of our country. The principal journeys on the Pacific Coast lie over another great railway line—the Southern Pacific Company's—for over 1,500 miles. Our travels along the Pacific coast include the great stretch of country lying between Victoria, the capital of British Columbia, and San Diego, which is situated on the extreme southern border line of California. The route of the excursion combines in its constant succession of grand features the most diversified and picturesque scenery upon the continent.

The western journey will be broken by short but restful sojourns at Chicago, St. Paul, and Minneapolis. A week will be passed in the Yellowstone National Park, a region full of natural wonders, of which explorers and travelers have told us

something, but which, nevertheless, demands a personal inspection to aid the mind in comprehending the marvels the best writers can but feebly describe. This period is longer than is usually taken by tourists in making a round of the park; and the possibilities thus afforded, both in the way of sight-seeing and in an easy and restful journey, will be appreciated. The farther trip westward over the Northern Pacific Railway discloses the grand scenery of the Rocky Mountains, Lake Pend d'Oreille, and the Cascade Mountains. There will be an excursion on Puget Sound, with visits to Victoria, the capital of British Columbia, Seattle and Tacoma. An inspection of Portland and a steamer trip on the Columbia River will be other features of interest before the party will turn southward towards California. The journey from Portland to San Francisco will be made by the magnificent overland route, which brings into view the beautiful mountain scenery of Southern Oregon and Northern California. Near the headwaters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms on the American continent. The time to be passed in San Francisco will be sufficient to afford the tourist a leisurely inspection of that interesting city and its picturesque surroundings. There will be side trips to San Rafael, San Jose, Mount Hamilton, Santa Cruz, and the beautiful Hotel del Monte at Monterey, and a later journey to Southern California, with ample time for visits to the Yosemite Valley and the Mariposa Grove of Big Trees. This trip is easily made in a side excursion from Berenda *via* Raymond. From all points in Central and Southern California the return tickets are good for several months, so that persons can prolong their stay through the winter at their own option. Santa Barbara, Los Angeles, San Gabriel, Pasadena, Santa Monica, San Diego, Coronado Beach, and Riverside are places in Southern California to which special visits are to be made either with the party or on any subsequent dates that may suit individual preferences. The homeward route will

be over the Southern Pacific Company's Ogden line, the Rio Grande Western, Colorado Midland, and Santa Fe lines to Chicago, and thence *via* the Chicago & Grand Trunk and its eastern connections. There will be visits to Salt Lake City, Glenwood Springs, Manitou, Denver, Kansas City, and Niagara Falls on the way.

Cost of the Tour.

The price of tickets for the excursion, as described in the following pages, will be FIVE HUNDRED AND SIXTY DOLLARS. This sum will cover first-class travel over all railway routes going and returning, with double berth in Pullman or Wagner sleeping cars; fares on all steamer and stage lines; hotel accommodations according to the itinerary, for the period of the regular tour (67 days), with sojourns at Chicago, St. Paul, Minneapolis, Mammoth Hot Springs, Lower Geyser Basin, Yellowstone Lake, the Cañon of the Yellowstone, Seattle, Victoria, B. C., Tacoma, Portland, Or., San Francisco, Santa Cruz, Monterey, San Jose, Santa Barbara, Coronado Beach, Riverside, Santa Monica, Los Angeles, Salt Lake City, Glenwood Springs, Manitou, Denver, and Kansas City; meals while traveling in dining cars, on steamers, and at hotels or dining stations *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, or from one station to another, wherever needed (in Chicago, St. Paul, Minneapolis, Seattle, Victoria, Tacoma, Portland, San Francisco, San Jose, Santa Barbara, Coronado Beach, Riverside, Los Angeles, Salt Lake City, Glenwood Springs, Manitou, Denver, and Kansas City); special carriage rides in St. Paul, Minneapolis, Victoria, Portland, Santa Cruz, Pasadena, Manitou, and Denver; the stage excursion from San Jose to Mount Hamilton and return; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each full ticket, and seventy-five pounds for each child's ticket, all in excess of said amounts being liable to

extra charge at customary rates); and services of the conductors—in short, **EVERY NEEDED EXPENSE** of the entire round trip from Boston back to Boston.

The tickets are good to return from California points until June 10, 1895.

Price of tickets for the Yosemite trip, **THIRTY-FIVE DOLLARS**, in addition to cost of ticket for the regular excursion. (See page 107.)


Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person) from Boston to San Francisco is \$29.50; drawing room for one occupant, \$88.50; drawing room for two occupants, \$59.00—\$29.50 each; drawing room for three occupants, entire extra charge, \$29.50.

The charges for extra sleeping-car accommodations between San Francisco and Santa Barbara are as follows: Extra double berth, \$2.50; drawing room for one occupant, \$7.50; drawing room for two occupants, \$5.00—\$2.50 each; drawing room for three occupants, entire extra charge, \$2.50.

The cost of an extra double berth for the return journey between Los Angeles and Boston *via* Sacramento and Ogden, is \$25.00; drawing room for one occupant \$75.00; for two occupants, \$50.00—\$25.00 each; for three occupants, entire extra charge, \$25.00.

As the party will necessarily be restricted in numbers, persons desirous of becoming members are requested to enroll their names as early as possible. Tickets must be taken on or before Thursday, August 30, four days previous to the date of departure.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston.

ITINERARY.

MONDAY, September 3. *First Day*.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 3.00 P. M., in palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Rotterdam Junction westward *via* the West Shore Railroad.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

TUESDAY, September 4. *Second Day*.—From Buffalo westward on the New York, Chicago & St. Louis ("Nickel Plate") Railroad; arrive in Chicago at 10.30 P. M.; omnibus transfer to The Auditorium, Breslin & Southgate, proprietors.

WEDNESDAY, September 5. *Third Day*.—In Chicago.

THURSDAY, September 6. *Fourth Day*.—In Chicago. Transfer from the hotel, and leave Chicago by the Wisconsin Central line at 5.00 P. M.; supper on Wisconsin Central dining car.

FRIDAY, September 7. *Fifth Day*.—Arrive in St. Paul at 8.00 A. M.; omnibus transfer from the Union station to the Hotel Ryan; carriage ride, with visits to the chief business and residence sections of the city, the Capitol, Summit avenue, etc.

SATURDAY, September 8. *Sixth Day*.—Transfer from the Hotel Ryan to the Union station, and leave St. Paul, *via* Wisconsin Central line, at 8.00 A. M.; arrive in Minneapolis at 8.40 A. M.; omnibus transfer from the Union station to the West Hotel, John T. West, proprietor; carriage ride in the afternoon, with visits to the finest business and residence sections of the city, the great flour mills (the largest in the world), the bridge below St. Anthony's Falls (affording the best view of the falls), the Exposition Building, etc.

SUNDAY, September 9. *Seventh Day*.—In Minneapolis.

MONDAY, September 10. *Eighth Day*.—Transfer from the West Hotel to the Union station, and leave Minneapolis at 4.50 P. M. *via* the Northern Pacific Railroad; meals will be served in a Northern Pacific dining car.

TUESDAY, September 11. *Ninth Day*.—On the Northern Pacific Railroad *en route* through North Dakota and the eastern part of Montana.

NOTE.—Railway time changes at Mandan, N. D., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

WEDNESDAY, September 12. *Tenth Day*.—Arrive at Livingston, Mont., at an early hour, and leave *via* the National Park Branch of the Northern Pacific Railroad, at 8.15 A. M.; arrive at Cinnabar at 10.15 A. M.; leave Cinnabar by stage at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel at 12.30 P. M.

NOTE.—The hotels in the Yellowstone National Park are under the direction of A. J. Dean as general manager.

THURSDAY, September 13. *Eleventh Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M. for the tour of the park; arrive at Norris Geyser Basin at 12.00 M.; lunch there; leave Norris Geyser Basin at 1.30 P. M.; arrive at Fountain Hotel, Lower Geyser Basin, at 5.30 P. M.

FRIDAY, September 14. *Twelfth Day*.—Leave the Fountain Hotel at 8.00 A. M.; visit Excelsior Geyser, Turquoise Spring, Prismatic Lake, and other objects of interest between the Lower and Upper Geyser Basins; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and other great geysers; lunch will be served here, and in the afternoon the party will return to the Fountain Hotel.

SATURDAY, September 15. *Thirteenth Day*.—Leave the Fountain Hotel at 7.00 A. M. for West Bay, or "Thumb," of Yellowstone Lake; lunch there; leave West Bay after lunch, and arrive at Yellowstone Lake Hotel at 7.00 P. M.

SUNDAY, September 16. *Fourteenth Day*.—At Yellowstone Lake.

MONDAY, September 17. *Fifteenth Day*.—Leave Yellowstone Lake Hotel at 10.00 A. M.; arrive at Grand Cañon Hotel at 1.00 P. M.

TUESDAY, September 18. *Sixteenth Day*.—At Grand Cañon Hotel. Leave at 10.00 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave Norris Geyser Basin at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

WEDNESDAY, September 19. *Seventeenth Day*.—At Mammoth Hot Springs. Leave at 1.20 P. M. by stage; arrive at Cinnabar at 3.15 P. M.; leave Cinnabar, *via* the National Park Branch of the North-

ern Pacific Railroad, at 3.30 P. M.; arrive at Livingston at 5.15 P. M.; sleep on the cars, and leave Livingston on the main line of the Northern Pacific Railroad, westbound, in the night.

THURSDAY, September 20. *Eighteenth Day.*—*En route* westward through Montana, Idaho, and Washington, on the Northern Pacific Railroad. Meals on Northern Pacific dining car.

NOTE.—Railway time changes at Hope, Id., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

FRIDAY, September 21. *Nineteenth Day.*—*En route* through Washington on the Northern Pacific Railroad. Arrive in Seattle at 4.35 P. M.; omnibus transfer to The Rainier, De L. Harbaugh, manager.

SATURDAY, September 22. *Twentieth Day.*—In Seattle. Transfer from The Rainier to the wharf, and leave Seattle at 10.15 A. M. on the Northern Pacific Company's Puget Sound and Alaska Division steamer "City of Kingston"; lunch on board the steamer; arrive at Victoria at 4.30 P. M.; transfer to The Triard, Redon & Hartnegel, proprietors; carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government buildings, etc., and also Esquimalt (the British naval station) and the Gorge.

SUNDAY, September 23. *Twenty-first Day.*—In Victoria. Leave Victoria on the steamer "City of Kingston" at 8.30 P. M.; stateroom berths furnished.

MONDAY, September 24. *Twenty-second Day.*—Arrive at Tacoma at 5.15 A. M.; at 7.00 A. M. omnibus transfer to The Tacoma, W. C. Bowers, manager.

TUESDAY, September 25. *Twenty-third Day.*—Omnibus transfer to the Northern Pacific station, and at 11.00 A. M. leave Tacoma; dinner on Northern Pacific dining car; arrive at Portland at 5.40 P. M.; omnibus transfer to The Portland, W. H. Barmore, manager.

WEDNESDAY, September 26. *Twenty-fourth Day.*—Leave Portland in the morning for a trip up the most picturesque part of the Columbia River; return to Portland in the afternoon.

THURSDAY, September 27. *Twenty-fifth Day.*—In Portland. Carriage ride through the finest residence and business parts of the city and to the park, which affords a grand view of Portland and its surroundings, with Mount Hood, Mount St. Helen's, etc.; transfer from the hotel to the Union station, and at 6.15 P. M. leave Portland *via* the Southern Pacific Company's Shasta route.

FRIDAY, September 28. *Twenty-sixth Day.*—*En route* southward through Oregon and California

on the Southern Pacific Company's Shasta route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the Cañon of the Upper Sacramento by daylight.

SATURDAY, September 29. *Twenty-seventh Day.*— Arrive at Oakland Pier at 10.20 A. M. and in San Francisco at 10.45 A. M.; coach transfer by the United Carriage Company to the Baldwin Hotel, E. J. Baldwin, proprietor, Colonel R. H. Warfield, manager.

SUNDAY, September 30. *Twenty-eighth Day.*— In San Francisco.

MONDAY, October 1. *Twenty-ninth Day.*— In San Francisco.

TUESDAY, October 2. *Thirtieth Day.*— In San Francisco.

WEDNESDAY, October 3. *Thirty-first Day.*— In San Francisco.

THURSDAY, October 4. *Thirty-second Day.*— Transfer to the Alameda ferry, foot of Market street, and leave San Francisco at 8.15 A. M. *via* the Southern Pacific Company's Santa Cruz line (narrow gauge); stop to view the "Big Trees," six miles from Santa Cruz; arrive at Santa Cruz about 1.00 P. M.; omnibus transfer to a hotel to be designated by the conductor, where dinner will be provided; carriage ride, visiting the beach, cliffs, etc.; leave Santa Cruz at 3.40 P. M., and proceed to Monterey *via* Pajaro, arriving at Hotel del Monte station at 6.15 P. M.; to the Hotel del Monte, Georg Schönewald, manager.

FRIDAY, October 5. *Thirty-third Day.*— At Hotel del Monte, Monterey.

SATURDAY, October 6. *Thirty-fourth Day.*— At Hotel del Monte, Monterey.

SUNDAY, October 7. *Thirty-fifth Day.*— At Hotel del Monte, Monterey.

MONDAY, October 8. *Thirty-sixth Day.*— At the Hotel del Monte, Monterey. Leave Hotel del Monte at 1.25 P. M. *via* the Southern Pacific Company's line; arrive at San Jose at 4.18 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

TUESDAY, October 9. *Thirty-seventh Day.*— Excursion to the Lick Observatory, on the summit of Mount Hamilton, by stage (the vehicles of the Mount Hamilton Stage Company being used for the trip), the party leaving the Hotel Vendome in the morning, and returning late in the afternoon; dinner at Smith's Creek.

WEDNESDAY, October 10. *Thirty-eighth Day.*— In San Jose. Transfer to the Southern Pacific Company's broad-gauge line — Niles route — and leave San Jose at 1.15 P. M.; arrive at Oakland Pier at

3.45 P. M.; leave Oakland Pier at 5.33 P. M., *via* the Southern Pacific Company's New Orleans line, in Pullman palace cars; supper on Southern Pacific dining car.

THURSDAY, October 11. *Thirty-ninth Day*.—Cross the Tehachapi Pass by daylight; arrive at Santa Barbara at 7.10 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, manager.

FRIDAY, October 12. *Fortieth Day*.—At Santa Barbara.

SATURDAY, October 13. *Forty-first Day*.—Transfer from the hotel to the station, and leave Santa Barbara at 8.45 A. M.; arrive in Los Angeles at 1.48 P. M.; dinner at the depot dining rooms, Arcade station of the Southern Pacific Company; transfer to the depot of the Southern California Railway (a part of the Santa Fe system), and leave Los Angeles at 4.30 P. M.; arrive at San Diego at 9.40 P. M.; transfer to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

SUNDAY, October 14. *Forty-second Day*.—At Hotel del Coronado, Coronado Beach.

MONDAY, October 15. *Forty-third Day*.—At Hotel del Coronado, Coronado Beach.

TUESDAY, October 16. *Forty-fourth Day*.—At Hotel del Coronado, Coronado Beach.

WEDNESDAY, October 17. *Forty-fifth Day*.—Transfer from the Hotel del Coronado to the Southern California station, and leave San Diego at 8.40 A. M.; arrive at Riverside at 1.37 P. M.; omnibus transfer to The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager.

THURSDAY, October 18. *Forty-sixth Day*.—Leave Riverside, *via* the Southern California Railway Company's line, at 3.25 P. M.; arrive at Los Angeles at 6.20 P. M., and proceed at once to Santa Monica, arriving there at 7.20 P. M.; to the Hotel Arcadia, S. Reinhart, proprietor.

FRIDAY, October 19. *Forty-seventh Day*.—At Santa Monica; leave Santa Monica at 3.50 P. M., and arrive at Los Angeles at 4.25 P. M.; omnibus transfer to The Westminster, Potter & Johnson, proprietors.

SATURDAY, October 20. *Forty-eighth Day*.—In Los Angeles. Transfer to the Santa Fe station, and at 9.00 A. M. leave Los Angeles *via* the Southern California line; arrive at Pasadena at 9.30 A. M.; carriage ride, with visits to the most picturesque sections of San Gabriel, Pasadena, and Santa Anita, including Raymond Hill, Orange Grove avenue, Colorado street, the old Mission, etc.; leave Pasadena at 1.03 P. M.; arrive at Los Angeles at 1.30 P. M.; transfer to the hotel.

SUNDAY, October 21. *Forty-ninth Day.*— In Los Angeles.

MONDAY, October 22. *Fiftieth Day.*— In Los Angeles; transfer from the hotel to the station, and leave Los Angeles at 2.00 P. M. for Sacramento and the east *via* the Southern Pacific Company's line; supper at Mojave.

TUESDAY, October 23. *Fifty-first Day.*— On the Southern Pacific Company's Ogden line *en route* eastward. Breakfast at Lathrop; pass over the Sierra Nevada and through the great scenic parts of the route at Cape Horn, Blue Cañon, Emigrant Gap, etc., by daylight.

WEDNESDAY, October 24. *Fifty-second Day.*— *En route* through Nevada and Utah; arrive at Ogden at 6.45 P. M. (Pacific standard time); leave Ogden *via* the Rio Grande Western Railway at 8.20 P. M. (Mountain standard time — one hour faster than Pacific standard time); arrive at Salt Lake City at 9.15 P. M.; omnibus transfer to The Knutsford, G. S. Holmes, proprietor.

THURSDAY, October 25. *Fifty-third Day.*— In Salt Lake City; transfer from the hotel to the station of the Rio Grande Western Railway, and leave Salt Lake City at 9.25 P. M.

FRIDAY, October 26. *Fifty-fourth Day.*— From Grand Junction eastward *via* the Colorado Midland Division of the Atchison, Topeka & Santa Fe Railroad; arrive at Glenwood Springs at 10.05 A. M.; transfer to The Colorado, W. Raymond, proprietor, and A. W. Bailey, manager.

SATURDAY, October 27. *Fifty-fifth Day.*— At The Colorado, Glenwood Springs.

SUNDAY, October 28. *Fifty-sixth Day.*— At The Colorado, Glenwood Springs.

MONDAY, October 29. *Fifty-seventh Day.*— At The Colorado, Glenwood Springs. Transfer to the Colorado Midland station, and leave Glenwood Springs at 10.05 A. M.; cross the Hagerman Pass (the Continental Divide) by daylight; arrive at Manitou at 7.53 P. M., and Colorado Springs at 8.20 P. M.; transfer to Barker's Hotel or the Cliff House, Manitou, or to The Antlers, Colorado Springs.

TUESDAY, October 30. *Fifty-eighth Day.*— At Manitou or Colorado Springs. Carriage ride, visiting the Garden of the Gods, Ute Pass, Rainbow Falls, etc.

WEDNESDAY, October 31. *Fifty-ninth Day.*— Transfer from the hotels to the Colorado Midland station, and leave Manitou at 12.12 P. M., and Colorado Springs at 2.40 P. M.; arrive in Denver at 5.15 P. M.; transfer to the Brown Palace Hotel.

THURSDAY, November 1. *Sixtieth Day*.—In Denver. Carriage ride, visiting the most interesting residence and business parts of the city.

FRIDAY, November 2. *Sixty-first Day*.—In Denver. Transfer from the hotel to the Union depot, and leave Denver *via* the Atchison, Topeka & Santa Fe route at 1.35 P. M.

SATURDAY, November 3. *Sixty-second Day*.—On the Santa Fe route, passing through Kansas; arrive in Kansas City, Mo., at 4.40 P. M.; transfer to the Midland Hotel, C. G. Baird, manager.

NOTE.—Railway time changes at Dodge City, Kan., from Mountain standard, or 105th meridian, to Central standard or 90th meridian — one hour faster.

SUNDAY, November 4. *Sixty-third Day*.—At the Midland Hotel, Kansas City.

MONDAY, November 5. *Sixty-fourth Day*.—At the Midland Hotel, Kansas City; transfer from the hotel to the Union depot, and leave Kansas City *via* the Santa Fe route at 5.10 P. M.

TUESDAY, November 6. *Sixty-fifth Day*.—Arrive in Chicago (Dearborn station) at 9.10 A. M.; leave Chicago from the same station *via* the Chicago & Grand Trunk Railway at 2.30 P. M.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

WEDNESDAY, November 7. *Sixty-sixth Day*.—From Port Huron eastward *via* the Southern Division of the Grand Trunk Railway; arrive at Niagara Falls, N. Y., at 8.40 A. M., and remain until afternoon; leave Niagara Falls at 4.52 P. M. *via* the West Shore and Hoosac Tunnel route.

THURSDAY, November 8. *Sixty-seventh Day*.—Arrive in Boston, (Fitchburg Railroad station, Causeway street), at 10.20 A. M.

NOTES.—For a description of the route see pages 86–106.

Slight variations of the above itinerary may be necessary.

ACROSS THE CONTINENT.

From Boston to Chicago.

THE California party will travel from Boston to and through the Yellowstone National Park in company with the party already described on pages 63-68. On the return to Livingston, Wednesday, September 19, the two are to separate, one coming east over the Northern Pacific line to St. Paul, and the other proceeding west to Seattle. The early part of the trip thus requires no further extended description. The tourists are to leave Boston for Chicago Monday, September 3, by the Hoosac Tunnel, West Shore and "Nickel Plate" route, *via* North Adams, Rotterdam, Syracuse, Rochester, Buffalo, and Cleveland. On arrival in Chicago there will be a transfer to The Auditorium, where the party will sojourn until Thursday evening. A brief sketch of Chicago is given on pages 19 and 20.

From Chicago to St. Paul and Minneapolis.

Leaving Chicago Thursday afternoon by the Wisconsin Central line, we shall proceed to St. Paul, arriving in that city Friday morning. The Hotel Ryan will be made our abiding place until Saturday morning, and there will be a carriage ride Friday afternoon. Saturday morning there will be a short journey from St. Paul to Minneapolis, and the West Hotel, in the latter city, will be our stopping place over Sunday. There will be a carriage ride Saturday afternoon about Minneapolis and its charming suburbs. (See pages 58, 59).

On the Northern Pacific Railroad.

Leaving Minneapolis Monday afternoon, we enter upon our long and delightful journey over the Northern Pacific Railroad westward. We are to traverse in two nearly equal stages the entire length of this great railway line, which stretches along our northern border from the Mississippi and the Great Lakes to Puget Sound, through those coming empires, North Dakota, Montana, Idaho, and Washington. The first day's ride takes us through Minnesota and the great wheat belt of North Dakota. Tuesday's journey lies through the Bad Lands of North Dakota and the Yellowstone Valley in Montana, Livingston being reached Wednesday morning. (Pages 56-57.)

Tour Through the Yellowstone National Park.

The party will leave Livingston Wednesday morning, September 12, and proceed by rail to Cinnabar, and thence by stage to Mammoth Hot Springs, where we shall remain until the following morning, when we set out on our interesting stage journey to the famous park resorts. As this round is to be made in a leisurely way, with ample time at all the principal points for sight-seeing rambles, it cannot fail to be a source of unceasing interest and enjoyment. For a full description of the park see pages 33-56.

The first day's journey is from Mammoth Hot Springs to the Fountain Hotel, in the Lower Geyser Basin, *via* Norris Geyser Basin, where the party will halt for lunch. In the forenoon's ride we pass through Golden Gate, and by Obsidian Cliff, Beaver Lake, Roaring Mountain, and other points of interest. In the afternoon we ride through the Norris Basin and near the principal geysers of this district, the Gibbon Cañon, and by Gibbon Falls.

Friday will be devoted to the marvels of the Lower, Midway, and Upper Geyser

Basins, with the greater part of the day available for explorations among the great geysers of the Upper Basin, many of which are situated near the hotel.

The party will proceed Saturday from the Upper Geyser Basin to Yellowstone Lake a halt being made at West Bay, or The Thumb, for lunch. There will be ample time at this place to view the geysers, hot springs, "paint pots," etc. Sunday will be passed at the hotel near the outlet of the lake, one of the most beautiful spots within the park.

Monday morning the party will continue its journey down the Yellowstone Valley to the Grand Cañon Hotel, where the greater part of the day and the next morning will be available for visits to the falls, Lookout Point, Inspiration Point, etc.

There will be a journey from the Cañon Hotel to Mammoth Hot Springs *via* Norris Geyser Basin, on Tuesday, and at the large and comfortable Mammoth Hot Springs Hotel the travelers will rest until Wednesday afternoon before resuming their railway journey westward.

From the National Park Westward.

After the tour through the Yellowstone National Park, the party will leave Mammoth Hot Springs on the afternoon of Wednesday, September 19, returning to Cinnabar by stage, and from that place to Livingston by rail. At the latter point we resume our western journey on the main line of the Northern Pacific Railroad. Climbing the picturesque Belt Mountains, we go through a tunnel 3,510 feet in length, at an elevation of 5,570 feet, and, upon the west side of the range, come to Bozeman, one of Montana's most flourishing cities. Ninety-eight miles west of Bozeman is Helena, the capital of the State, and a city of some 15,000 inhabitants. Not far west of Helena we begin the ascent of the main range of the Rocky Mountains, and, twenty-

one miles distant from that city, pass through the Mullan Tunnel, at an elevation of 5,548 feet above the sea, emerging upon the Pacific slope. The region lying west of the mountains and south of the railroad is very rich in minerals, and there are many productive gold mines in the tributary country. We descend Hell Gate River to Missoula, and at no great distance west of that place the road crosses several deep defiles. One of these, Marent Gulch, is crossed by a trestle bridge 866 feet long and 226 feet high. Penetrating the Bitter Root Mountains, we leave the State of Montana, and, enter the new State of Idaho. Idaho comprises 84,800 square miles, and its population is nearly 85,000, exclusive of 5,000 Indians. The road follows down Clark's Fork, a swift and turbulent stream, for a considerable distance, passing through a number of bold rock gorges, where road building was both difficult and costly. Turning northwest, the line rounds the lovely Lake Pend d'Oreille. This is a beautiful sheet of water amid the mountains. The railroad traverses but a narrow strip of Idaho, the distance from the eastern to the western border being about seventy-eight miles only. Entering Washington, we traverse a broad plain, and, nineteen miles west of the State line, reach Spokane, one of the oldest as well as one of the most flourishing inland cities of the Pacific Northwest. The falls furnish water-power for flouring mills and other manufacturing interests.

The Cascade Division of the Northern Pacific Railroad.

The Cascade Mountains divide the State of Washington into two unequal divisions, about two thirds of its area of 69,180 square miles being upon the east side of the range. Washington and Oregon are practically alike, and the great Columbia River basin embraces a part of both. Within the limits of this section, which may be roughly estimated as being 150 miles wide and nearly 500 miles long, there are a score of val-

leys, some of which are larger than certain European principalities. The conditions are, in a large part of the tract, excellent for cereal crops, and wheat is a leading product. The Cascade Division of the Northern Pacific Railroad leaves the old line at Pasco, three miles from Ainsworth, and opens more direct communication with the tide waters of the Pacific Ocean, and also establishes a through line over the company's own roadway.

At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet, and is lighted by electricity. In the descent on the west slopes the views down into the ravines and across to the summits of the mountains are varied and grand. The great snow-covered dome of Mount Tacoma (elevation 14,444 feet) is the dominant feature, and there are many glorious glimpses of this beautiful mountain form. The Green River, a pure mountain stream, with here and there in its lower reaches deep, green pools, is followed for a considerable distance down the west side, and later, the more peaceful Puyallup is reached. The road runs in proximity to the great coal-fields on both sides of the mountains, and also through the great hop-growing district of Washington.

Puget Sound.

We shall spend several days upon and near Puget Sound, sailing through its entire extent and visiting its important ports. The sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very

great, and constantly increasing. The shores are in many places abrupt, and high mountains seem to environ this beautiful body of water.

Seattle.

We first visit Seattle, which is situated on the east coast of Elliot Bay. A terrible conflagration destroyed nearly the entire business section of the place June 6, 1889; but the new Seattle is more substantial and handsomer than the old, and in many ways a gratifying indication of the pluck, energy, and business enterprise of her citizens. With a population of 42,837, according to the last census, an increase of 39,304 in ten years, the city has assumed a foremost place among the busy marts of the Pacific Northwest. During our stay in Seattle, The Rainier will be our headquarters.

Port Townsend.

We shall leave Seattle by Steamer for Victoria Saturday forenoon, going *via* Port Townsend. This latter city stands at the head of the Strait of Juan de Fuca, and is the chief American town on the west side of the sound. It is beautifully situated upon a series of bluffs, and commands a noble outlook upon the mountains. It has commercial advantages which are being rapidly developed.

Victoria, the Capital of British Columbia.

We shall reach Victoria in the afternoon, and the famous Driard House will be our resting place through Sunday. The city presents many interesting features to the stranger, and the walks and drives in the vicinity are charming. The government buildings, which are in the Swiss style, are across St. James' Bay. The English government has a well-equipped naval station at Esquimalt. There is a populous

“Chinatown” within the city, and a reservation of the Songhish Indians just across the inner harbor.

Tacoma.

We shall return up the sound by steamer, and pass Monday at Tacoma, a stirring American city, which has grown from a population of 1,098 in 1880 to 36,006 in 1890. The Tacoma, a large, first-class hotel will be our headquarters here. Like Seattle, Tacoma looks out upon the waters of the sound and the mountains, the dominating feature of the view being Mount Tacoma. The streets are lined with commodious and stately business blocks, and the wharves with ships and steamers from all climes.

Portland, Oregon.

After viewing the chief cities of Washington, we shall visit Oregon, journeying by the Northern Pacific Railroad from Tacoma to Portland.

Portland is the northwestern metropolis, and it is enjoying a steady and substantial growth. It has recently absorbed some of the neighboring municipalities, and at present includes a population of nearly 75,000. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The Chinese form an element in the population, and have numerous shops on Second street. From the slopes in rear of the city, there are superb views of the Willamette Valley and of the two beautiful mountains, Mount Hood and Mount St. Helen's. During our visit the new and magnificent hotel, The Portland, will be made our headquarters. This establishment has been erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest parts of the city, and has been furnished in a lavish manner. Its manager is Mr.

W. H. Barmore. A carriage ride will aid the visitors in gaining a comprehensive idea of the handsome city.

On the Columbia River.

A trip up the Columbia River is to occupy one day, the party leaving The Portland in the morning and returning in the afternoon. This excursion will be made in one or both directions by steamer. At Bonneville, forty-one miles from Portland, we are in the heart of the Cascade range, and the scenery is wonderfully picturesque. Descending the Columbia from that point Castle Rock, a massive mountain, stands boldly forth on the north shore 1,000 feet high. A little way below, on the same side of the river, is Cape Horn, a bold headland of basaltic rock, which forms above it a picturesque little bay. On the opposite cliffs, marking the Oregon shore, are several falls, which almost rival in loftiness those in the Yosemite Valley. The Union Pacific Railway runs almost beneath the spray of Multnomah Falls, which in two great plunges descend 800 feet. The falls are situated in a romantic gorge. The Bridal Veil, the Latourelle, and the Oneonta are three beautiful falls, the latter being nearly as high as Multnomah. At other points flashes of foam, high amid the trees of the mountain side, mark the presence of unnamed and unvisited cascades.

Other strange objects of interest are the tall pillars of rock which rise from the water or from the narrow shelf of shore along which the railway trains are seen creeping. Rooster Rock and the Pillars of Hercules are the most prominent of these. In places the cliffs crowded the river so closely that the men who did the blasting for the railway were let down from above by slings. We gradually get below the mountains, and then new pictures of beauty are formed by the tall symmetrical snow pinnacle of Mount Hood, which rises now behind us. Washougal, La Camas, and Van-

couver are towns upon the Washington shore, the latter being only six miles above the mouth of the Willamette, and an important military post. It occupies the site of old Fort Vancouver.

Rounding a point from the Columbia into the Willamette, the steamer ascends the latter river to Portland. Three miles above its mouth, five snow-capped peaks are visible at once. With the exception of Mount Tacoma (14,444 feet), these mountains are exceeded in loftiness by many hundred elevations in the Rocky Mountain chain; but here the beholder is nearly at the sea level, while no other high mountains are near, so that the glittering silver crowns seem supreme, towering far above every other object.

From Portland to San Francisco.

The party will leave Portland Thursday evening, taking the cars on the Southern Pacific Company's Mount Shasta route for San Francisco. We first ascend the broad and fruitful Willamette Valley, passing through Oregon City, Salem, Albany, and other towns of importance. At Oregon City, the falls of the Willamette are seen. Salem is the capital of the State. Crossing from the Willamette Valley to that of the Rogue River, the road ascends the latter through several pretty towns, and not far beyond Ashland reaches the great wall of the Siskiyou Mountains. There are two long tunnels through which the railroad runs. The old stage road passed over the mountains at an elevation of 4,300 feet. The California State line is crossed not far from Cole's, which was formerly a famous stage station. The road descends to the Klamath Valley, and at many points the outlook is grand in the extreme. The gigantic snow-covered mass of Mount Shasta stands out boldly in the northern approach, especially when seen from the Shasta Valley, or from Strawberry Valley. Mount Pitt (9,500 feet), Goose Nest (8,500 feet), Muir's Peak, or Black Butte (6,150

feet high), and the Scott Mountains (9,000 feet), as well as the Siskiyou range, through which we have passed (from 6,000 to 8,000 feet), are also prominent objects; but the magnificent presence of Shasta dwarfs them all. For many hours the train is near this lofty peak, passing, in fact, upon three sides of the mountain. Viewed from the north, it appears to rise almost from a level plain; and at Sisson's, where the traveler is only eight miles distant, the mountain also assumes gigantic proportions. There are two summits, one of which is 14,442 feet, and the other 12,940 feet high. At Acme the railroad has an elevation of 3,902 feet. The scenery along the upper Sacramento is very picturesque. There are numerous cascades amid the forest-clad slopes, and looking backward many grand glimpses are caught of the noble mountain peak. Mossbrae Falls are among the prettiest of the cascades bordering the Sacramento. The Klamath, the second largest river in California, was crossed not far south of the Oregon line; and the Pitt River empties into the Sacramento near Redding. Descending the broadening valley of the Sacramento, the road passes through a dozen or more large towns, including Red Bluff, Tehama, Chico, and Marysville, before it joins the Southern Pacific Company's main line, near Sacramento. The route takes the traveler thence through Sacramento, Elmira, Suisun, and Benicia, across the Straits of Carquinez on the huge ferry-boat "Solano," from Port Costa along the shores of the bay to Oakland, and then, by a steam ferry, across the water to his destination. During the stay in San Francisco the party will make its headquarters at the large and magnificent Baldwin Hotel, located on Powell, Market and Ellis streets.

San Francisco.

The metropolis of the Pacific Coast is a handsome city, and naturally of a cosmopolitan character. In some particulars, and notably in its street-car service, which

consists mainly of "cable roads," it is in advance of the older cities of the country while the beautiful Golden Gate Park is deservedly an object of pride to the citizens.

The greatest curiosity in the city is the Chinese quarter, a rectangular block, seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionnaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid, underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied by shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. The visitor finds himself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performances at a Chinese theatre, and listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy.

With one of the finest harbors on the globe, and occupying an important position in connection with the world's commerce, the shipping interests of San Francisco are of vast proportions. The growth of the city has been very rapid, especially since the opening of the Central Pacific Railroad in 1869. The population of the city, according to the census of 1890 is 298,997, an increase of 65,038 in ten years. Oakland, situated just across the bay, is a city of 48,682 inhabitants, that was originally settled no longer ago than 1850.

Santa Cruz.

After a sojourn of several days in San Francisco, the party will make an excursion to Santa Cruz, Monterey, and San Jose. Santa Cruz will first be visited. Taking the Alameda ferry, at the foot of Market street, we shall proceed over the Southern Pacific Company's narrow-gauge railway to that city, passing through Santa Clara, San Jose, Los Gatos, and the celebrated grove of big trees near Santa Cruz. This route is bordered by characteristic California valley and mountain scenery of surpassing beauty. The "Big Trees" form a grove of considerable extent, and the road runs within a few rods of the largest of them. They are gigantic redwoods, and in some cases actually rival, both in girth and height, the famous *Sequoia Gigantea* of the Mariposa forests. The feature of the stay in Santa Cruz will be a carriage ride along the romantic cliffs and to other points of interest. Dinner will be provided at one of the hotels.

Monterey and the Elegant Hotel del Monte.

Leaving Santa Cruz, we shall proceed by the way of Pajaro to Monterey, arriving at the famous Hotel del Monte in the early evening. Four days are assigned to this beautiful resort, and the sojourn here is sure to prove one of the most delightful features of the whole trip. The Hotel del Monte is situated in a picturesque grove of ancient trees, and nature has supplemented art in providing every appointment and surrounding that contributes to the health, comfort, and pleasure of the guest. A great expanse of grove and garden, considerably over 100 acres in extent, has been beautified in every fascinating way known to the art of the landscape gardener; and the visitor may wander for hours amid flowers and under the green mantling of nature's choicest foliage. A little walk farther brings one to the matchless beach and

the great bathing-house, where the sea water, tempered by artificial heat to a comfortable degree, is introduced into vast swimming tanks. Outward, the eye gazes upon a bay of matchless beauty, bordered by sloping hills of green, with far-away mountains.

The hotel is a model of elegance, comfort, and neatness. Everything is scrupulously clean, as if the house were opened yesterday. The new hotel is much larger than the old one, and there was no money spared in making it complete to the minutest detail. The public rooms, comprising the dining room, parlors, ballroom, etc., are large and airy, and the roomy verandas are also of wide extent. The guestrooms are likewise commodious and finely appointed. The house has less the air of an American watering-place hotel than travelers encounter at large caravansaries in general, and one might almost imagine that he is a guest at some palatial English home, with its surroundings of park and flowers. There are, nevertheless, 430 rooms in this grand establishment, and the dining room will seat 500 persons with comfort.

A mile away is the old historic town of Monterey, the first capital of California, and still containing many relics of Spanish, Mexican, and early American occupation. Four miles distant, and reached either by railway or carriage road, is Pacific Grove, and below that point lie Moss Beach, Cypress Point, Pebble Beach, and other delightful bits of shore scenery. Good roads abound and a splendidly equipped stable is among the appointments of the hotel. The famous "eighteen-mile drive" includes the places we have mentioned and other picturesque points. Carmel Mission, established by Father Junipero Serra, in 1770, and the second oldest of the Franciscan religious stations established in California, is about eight miles from the Hotel del Monte. As the tickets returning from California eastward are good for six months, persons will be able to prolong their stay at Monterey, if they desire, without sacrificing any part of the same.

San Jose and Mount Hamilton.

Returning from Monterey by the Southern Pacific Company's road, a visit will be paid to the handsome and flourishing city of San Jose. The Hotel Vendome will be made the headquarters of the party. One day will be devoted to an excursion by stage to the Lick Observatory, on the summit of Mount Hamilton, and return. The trip will be made in the roomy and comfortable vehicles owned by the Mount Hamilton Stage Company. The stage road is one of the most remarkable in America. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (343 feet to the mile), this being maintained through a series of turns no less than 367 in number. The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as President of the University of California.

The party will proceed from San Jose Wednesday afternoon, October 10, by the Southern Pacific Company's line, *via* Niles, to Oakland Pier, where Pullman cars will be taken for the southern part of the State.

Southern California.

Leaving Oakland on the Southern Pacific Company's main line of railway, in Pullman palace cars, we retrace our way as far as Port Costa, and then turn southward *via*

Tracy, Fresno, etc. The route takes us the whole length of the San Joaquin Valley, the counterpart and southerly extension of the Sacramento Valley, through which we have entered the State. At a distance of 352 miles from San Francisco and 130 miles from Los Angeles, the famous Loop of Tehachapi is reached. At this point, the railroad, in making its way over the mountains, actually crosses its own line.

The Yosemite Valley passengers leave the direct southern route at Berenda, 178 miles from San Francisco, going thence over a branch railway line to Raymond, and from the latter place by stage *via* the Wawona Hotel (formerly Clarke's, or Big Tree station) to the valley.

In Southern California there are practically but two seasons — spring and summer. There is a remarkable equability in the temperature, the Kurosiwo, or Japan current of the Pacific Ocean, tending to cool the shores of California in the summer months, and to exert a warming influence in winter. There have arisen in various places — notably at Pasadena, Santa Barbara, and Coronado Beach, near San Diego — large hotels of the best class, and the demands of Eastern tourists, who are annually flocking to the Pacific Coast in great numbers, are now fully met.

Santa Barbara.

We shall diverge from the direct southern line at Saugus, in order to visit Santa Barbara, one of the oldest and best known health and pleasure resorts on the Pacific coast. This town, or city rather, is beautifully situated on the lower slopes of the Santa Ynez Mountains, with a magnificent beach for its ocean front. The best preserved of the old mission churches (established Dec. 4, 1786) is a picturesque feature. The party will make its headquarters at The Arlington. From Santa Barbara we proceed to San Diego.

San Diego and the New Hotel del Coronado.

San Diego county, with its 14,969 square miles, a larger area than any of the New England States except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern sea-coast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but, like Los Angeles, it owes its present importance to recent growth. The development of this region has followed the building of the California Southern Railroad, which forms a part of the Santa Fe system. Some years since, a magnificent establishment for the entertainment of tourists, the Hotel del Coronado, which fronts the ocean across San Diego Bay, was thrown open. The party will remain at this hotel from Saturday until Wednesday. The building of this mammoth hotel marks an era for this section, since it provides the tourist with new comforts and luxuries. The house is under the management of Mr. E. S. Babcock, to whose sagacity, energy, and enterprise, chiefly, Coronado Beach owes its wonderful progress.

Riverside.

On leaving San Diego we shall proceed by the way of Orange to Riverside, one of the most beautiful towns in Southern California, and the centre of the orange culture of San Bernardino county. Magnolia avenue, with its double driveways, and its borders of villas, gardens, and orange groves for miles of its extent, is one of the most beautiful thoroughfares in America. During our visit we shall sojourn at the leading hotel, The Glenwood.

Santa Monica.

The party will leave Riverside Thursday afternoon, and proceed *via* San Bernar-

dino and Los Angeles to Santa Monica. The ride thither is through a pleasant region devoted largely to vineyards and orange orchards. The beach is a charming spot, and one of the most popular of Southern California's shore resorts. The climate is here so mild that surf-bathing is indulged in through the entire year, and for the accommodation of persons who do not care to try bathing in the open ocean, there are heated sea-water baths. The night and the succeeding forenoon will be pleasantly passed at the Hotel Arcadia.

Los Angeles.

On leaving Santa Monica, we shall proceed to Los Angeles. This is the metropolis of Southern California, and a handsome city, which has more than quadrupled its population within the past few years. It is in the centre of a region abounding in vineyards and orange groves, and the city itself is richly adorned with gardens. There is much in Los Angeles and its neighborhood to see besides the busy streets of the city itself, which illustrates significantly the remarkable growth and progress of this favored section. During our stay in Los Angeles, the party will be cared for at The Westminster.

Pasadena.

Pasadena will be inspected in the course of a carriage ride, which will take in all the principal points of that city of groves and gardens. The Raymond, which occupies a noble site in East Pasadena, will not be opened until the middle of December, and consequently we shall be unable to include it in our regular round of stopping places. As the return tickets are good for use at any time and upon any train until June 10, 1895, it is anticipated that many of the members of the party will desire to remain in California for a longer period than the itinerary contemplates, in which case a more

intimate knowledge of The Raymond and its many delightful features may be gained. In the course of the carriage ride we shall pay a visit to the Raymond Hill, so as to obtain the incomparable view.

The Homeward Journey.

The sojourn in Los Angeles will be from Friday, October 19, to Monday, October 22, and then the homeward journey will begin. The party will leave Los Angeles at 2.00 P. M. Monday *via* the Southern Pacific Company's line. The following forenoon we shall pass through Sacramento, and in the afternoon cross the grand scenic portion of the Sierra Nevada. At Cape Horn the road rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver. At Shady Run, Blue Cañon, Giant Gap, and Emigrant Gap, the scenery is also magnificent.

Salt Lake City.

Wednesday evening will find the party in Salt Lake City. The elegant Hotel Knutsford will be our headquarters during the sojourn in that city until the following night. Salt Lake City, or Zion, as it is called by the Latter Day Saints, is beautifully situated. It covers a wide expanse, and has a population of about 50,000. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. Among the edifices demanding attention are the Tabernacle and the costly Temple. The former is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended for a place of worship in the winter season. The Temple, near by, was dedi-

cated in the spring of 1893. It cost \$4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood Cañon. Among the other Mormon edifices are the "Lion," "Beehive," and "Gardo" Houses, built as residences by Brigham Young; the tithing offices, situated between the "Beehive" and the Temple, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known for short as the "Co-op Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau above the city.

Over the Wahsatch Range.

Leaving Salt Lake City Thursday night, the route continues southward, ascending the valley of the Jordan about fifty miles to the flourishing Mormon town of Provo, which is situated near the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward and ascends the Spanish Fork and Clear Creek to Soldier Summit, one of the low passes in the Southern part of the Wahsatch range. The elevation is 7,464 feet, or 3,237 feet above the level of Salt Lake City. The road descends on the east slope by the side of the South Fork of the Price River. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway leading to Castle Cañon. The Colorado State line is reached about 270 miles from Salt Lake City.

Glenwood Springs.

The party will reach Glenwood Springs Friday morning, and remain at the elegant hotel, The Colorado, until the following Monday forenoon. Glenwood Springs is the most delightful health and pleasure resort in all the Rocky Mountain region. Its surroundings are picturesque in every detail, and its hot saline springs have brought

the place enduring fame. A splendid hotel, The Colorado, of which Mr. W. Raymond of Raymond & Whitcomb is proprietor and Mr. A. W. Bailey manager, was opened last year. A full description of the town, the springs and the hotel will be found on pages 114-117.

Manitou.

Leaving Glenwood Springs Monday forenoon by the Colorado Midland line, the party will proceed *via* the Ivanhoe tunnel under Hagerman Pass (the Continental Divide) and Leadville to Manitou or Colorado Springs, where we shall arrive in the evening. See pages 21-25. The Barker and Cliff Houses in Manitou or The Antlers in Colorado Springs will be our abiding places until Wednesday morning. There will be a carriage ride on Tuesday, visiting Ute Pass, Rainbow Falls, and the Garden of the Gods. Manitou is situated in a narrow valley, penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Garden of the Gods is a park-like tract enclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages. It lies east of Manitou and between that place and Colorado Springs.

Denver.

Leaving Manitou or Colorado Springs on Wednesday the party will proceed to Denver, going directly to the Brown Palace Hotel, which will be the headquarters there until Friday afternoon. Denver lies at the western border of the plains, and dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp consisting principally of log cabins and tents. In the last decade the city has made

giant strides, and must now be classed among the great cities of the country. The last census places it the twenty-sixth in the list of American cities, with 106,713 inhabitants. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences, are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth, and progress.

Kansas City.

Our journey from Denver to Chicago will lie over the Santa Fe route. We shall leave Denver in the afternoon of Friday, November 2, and Kansas City, Mo., will be reached the following afternoon. The Midland Hotel will be our stopping place from Saturday afternoon until Monday afternoon. Kansas City may be called the metropolis of the southwestern country, and our visit there will be sufficiently long to enable the tourists to see much of this stirring and beautiful city. With a population of over 130,000, and possessing peculiar advantages from being the junction point of a dozen great railroads, Kansas City has made rapid strides in the last few years. It is the largest depot for agricultural implements in the world, the second great beef-packing centre, and the third place of importance in pork-packing.

From Kansas City Eastward.

Leaving Kansas City by the Santa Fe route, Monday afternoon, November 5, the party will be due in Chicago Tuesday morning. The journey will be resumed in the afternoon, over the Chicago & Grand Trunk line, and Niagara Falls, N. Y., will be reached the following morning. The greater part of the day will be passed here, and Boston will be reached Thursday morning, November 8, over the West Shore and Hoosac Tunnel route.

For the itinerary in detail see pages 79-85.

THE YOSEMITE VALLEY.

A SIDE TRIP IN CONNECTION WITH THE CALIFORNIA EXCURSION.

THE wonderful Yosemite Valley may be visited to advantage in connection with the excursion that has been described in the foregoing pages. The Yosemite trip includes also the famous Big Tree Groves.

The valley lies in the heart of the Sierra Nevada Mountains, 150 miles nearly due east from San Francisco. The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height, not only absolutely, but as compared with the width of the valley itself; and, third, the small amount of debris at the base of the cliffs. The floor of the valley is a generally level or rolling wooded park, ranging from half a mile to a mile in width. It is immediately bordered by cliffs, nearly or quite vertical, rising to heights ranging from over half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome, 7,568 feet; Washington Column, 5,875 feet. The waterfalls are hardly less marvelous than the cliffs—the Yosemite, 2,600 feet in height, the highest fall in the known world; the Bridal Veil, dashing into spray from an altitude of 900 feet; and the Vernal and Nevada Falls of the Merced River, 400 and 600 feet in height and of large volume.

*The Big Tree Groves, Calaveras and Mariposa best known, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest growth

is 115 feet in circumference, the greatest height 325 feet, and some of these giants are from 1,500 to 2,000 years old.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. Six days, or a longer period if desired, may readily be taken from the time afforded in the regular itinerary. Six days' absence will give three days within the valley, and also encompass a visit to the Mariposa Grove of Big Trees. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light.

A branch railway line extends from Berenda (178 miles from San Francisco and 304 miles from Los Angeles) a distance of twenty-one miles, to the station of Raymond, and stage transportation from that point to the Wawona Hotel (formerly Clarke's, or Big Tree station), and thence into the valley, will be furnished by the Yosemite Valley Stage & Turnpike Company. The extension of the railroad towards the valley has materially decreased the stage journey. The whole distance to be traveled by stage is now only seventy miles—forty-two from Raymond to Wawona, and twenty-eight from Wawona to the valley.

The cost of the railway and stage trip from Berenda into the valley and return, including a visit to the Big Tree Groves, for members of the party only, will be \$35. This sum does not include hotel accommodations, incidental meals, or excursions in or about the valley. The entire cost of the trip, including all these items, after deducting the value of unused hotel coupons in the regular excursion ticket book, will

be less than \$50. Coupon books for hotel board and meals may be obtained at reduced rates from the stage company's agents. Board coupons in the regular excursion ticket remaining unused on account of taking the Yosemite Valley trip will be redeemed by the conductor of the party, or at any of our eastern offices.


Other Side Trips.

Members of the party who remain in California beyond the period of time covered by the itinerary can make many excursions to distant points. An attractive excursion to the Sandwich Islands in the spring is contemplated. The round of travel will include a visit to the Island of Hawaii and an ascent of the volcano of Kilauea.

A voyage to Japan, China, or Australia, and return, may be made before the expiration of the ticket limitation.

Many little trips may be taken in connection with our itinerary, and without prolonging the stay. A trip to the geysers, in Sonoma county, will occupy two days. There are two routes — one *via* Cloverdale and the other *via* Calistoga — and the best way is to go by the former and return by the latter.

There are many places of resort in Southern California which are easily reached from Santa Barbara, Los Angeles, Pasadena, or San Diego.

 Tickets for the Yosemite trip in connection with our transcontinental excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston.



SEASON OF 1894.

TWO DELIGHTFUL EXCURSIONS OF TWENTY DAYS

— TO THE —

ROCKY MOUNTAIN RESORTS OF COLORADO

VISITS WILL BE MADE TO

Chicago, Denver, Manitou, the Summit of Pike's Peak, the Royal Gorge,
Glenwood Springs, and Kansas City.

DATES OF LEAVING BOSTON:

Monday, July 23, and Monday, August 13.

Price of Tickets (all Traveling Expenses Included), - \$185.00

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston.



ROCKY MOUNTAIN RESORTS OF COLORADO.

NUMEROUS summer resorts of unsurpassed loveliness cling to the slopes or nestle in the valleys of the Rocky Mountains of Colorado. Two delightful excursions to that region have been planned for the months of July and August, the entire round of travel occupying twenty days. Visits are to be paid to Chicago *en route* outward, and to Kansas City on the return trip, while in Colorado among the places of interest to be seen are Denver, Manitou, the Royal Gorge and the Grand Cañon of the Arkansas, Leadville, Tennessee Pass, the Eagle River Cañon, Glenwood Springs, Hagerman Pass, and the Ivanhoe Tunnel. The itinerary of travel through Colorado thus encompasses some of the grandest scenic regions of the Rocky Mountains. Different routes will be followed going and returning.

The Outward Trip.

The outward journeys to Denver, and thence to Manitou and Glenwood Springs, are to be made in connection with the parties mentioned in the first part of this book, and with precisely the same itinerary. The dates of leaving the East are Monday, July 23, and Monday, August 13. For an account of Chicago see pages 19-20; Denver, pages 20-21; Manitou and Pike's Peak, pages 21-25; and the Royal Gorge, pages 25-26. The tourists will arrive at Glenwood Springs Tuesday evening, July 31 and August 21, respectively, and remain there until the following Monday morning at the

splendid new hotel, The Colorado, which is under the proprietorship of Mr. W. Raymond of Boston, and the management of Mr. A. W. Bailey, formerly of Manitou.

Glenwood Springs.

Glenwood Springs is situated at the confluence of the Grand River and the Roaring Fork, near the western base, as Manitou and Denver are near the eastern base, of the main range of the Rocky Mountains. The scenery in the vicinity is wonderfully varied, and in every aspect extremely picturesque. The outlook in one direction includes beautiful Mount Sopris. From the summit of a mountain which towers skyward just east of the town, and which may be reached by means of a good trail, the view is sublime, including Glenwood Springs, 2,000 feet below, the neighboring valleys, and a chain of glistening, snow-crowned peaks of the Continental Divide stretching seventy miles eastward. The tourist in search of pleasure, no less than the health-seeker, will here find a most inviting resting place. Upon the banks of the Grand River there are numerous hot salt-water springs, and in connection with them not only have elegant bath-houses and bathing pools been constructed, but extensive means have also been taken to beautify the grounds in every way possible. Grass, flowers, and shade trees are made to serve these ends, and the region has thus been rendered doubly attractive. The famous springs, the bathing facilities afforded by the great swimming pool, the luxurious bath establishment, and the unique cave baths, far surpass everything of the kind elsewhere in America or the Old World. The elevation (5,200 feet), the purity of the atmosphere, the springs and their adjuncts, and the picturesque surroundings of valley, river, and mountain, serve to make this spot an ideal resort. The chemical ingredients of the water are of the same character, but much more valuable than those of the celebrated springs of Kissingen, Bavaria.

The Hot Springs and Baths.

The "Big Pool," or Natatorium, covers upwards of an acre, and is from $3\frac{1}{2}$ to $5\frac{1}{2}$ feet in depth. The hot water pours in at a temperature of 120 degrees Fahrenheit, and at a rate of 2,000 gallons per minute, but is reduced for bathing by fresh water from a mountain stream. The Sanitarium, or bath-house, which stands near the pool, was erected at a cost of over \$100,000. Its walls are of solid masonry, the beautiful Peachblow sandstone being the material used. It is a large building, set in a charming park, with terraced lawns and flower-bordered walks and drives. There are forty-four bathrooms, with a dressing and lounging room for each bathroom, and all are large, well lighted, and well ventilated. The building contains also a ladies' parlor, physician's office, smoking and reading rooms, reception rooms, etc., all of which are elegantly furnished. It is lighted by electricity. Extensive improvements have been made in the establishment during the past year. There are twenty-six rooms on the first floor, each having a plunge, and they are so constructed that a person can stand and move about in them. Some of the rooms have horizontal bars that the bathers can exercise upon. The second story of the edifice is supplied with tubs, and there is a constant inflow of water of a suitable temperature. The hot spring water is cooled outside of the building by contact, in pipes, with cold water from the mountain aqueduct. This permits of the use of undiluted spring water solely for bathing. Some of the rooms are arranged expressly for the treatment of invalids.

The baths of Glenwood Springs are a luxury for those who are well, but beyond this are highly recommended by physicians for a number of serious ailments. Upon persons of good health these hot salt waters have a most refreshing and exhilarating effect, acting both as a tonic and a stimulant. They have also an established reputation for curing eczema, catarrh, and rheumatism. The outflow of ten of the larger

springs is about 8,000 gallons per minute, or twenty times as great as that of all the springs at Hot Springs, Ark. The principal spring is known as the "Yampa."

At a little distance from the bath-house and the big pool, on the opposite side of the Grand River, a vapor cave has been converted into a bathing establishment. It is provided with a number of private vapor rooms, a shower-bath room, etc., all lighted by electricity and affording vapor baths, in either the cave or private rooms, at a temperature of 105 to 110 degrees Fahrenheit.

The following prices have recently been established: Vapor cave, single bath, 50 cents; five coupons, \$2. Stone bath-house, Roman bath, with attendance and coffee, \$1; ten coupons, \$8; plain bath, 50 cents; ten coupons, \$4. Swimming pool, open night and day, summer and winter, admission, 25 cents; bathing suit, 25 cents. New bath-house, single bath, 25 cents; five coupons, \$1.

The Colorado.

The new hotel, The Colorado, is solidly constructed of Peachblow colored stone and Roman brick. Its dimensions are 224 feet across the front and 260 feet from front to rear. The hotel is built around three sides of a large court, 124 feet square. In locating the building advantage was taken of the natural slope of the ground, thus enabling the court to be terraced and adorned with fountains, paths, grass plats and beds of flowers, affording delightful promenades and commanding extensive views. An additional charm is added by the broad, open corridors and verandas encircling the court. These lofty corridors are supplied with glazed sashes, which enable the openings to be closed when desired, or when the weather renders it advisable. A stone bridge arching the roadway connects this court with broad, easy flights of steps leading down to the river, bath-house, and springs.

The Colorado suggests the Italian style, the Villa Medicis in Rome having given inspiration for its central motive, which consists of two towers with connecting loggias, offering fine outlooks over valley, mountain, and river. The hotel contains 200 guestrooms and about forty private bathrooms. The bathrooms are supplied with the best plumbing fixtures, including nickel-plated pipes and fittings, and especial care has been taken with regard to the sanitary arrangements, drainage, and ventilation. Most of the rooms are arranged in suites of two or more, with or without private bathrooms in connection. An ample number of single rooms has also been provided, some having baths connecting. In nearly every room is found an open fireplace, in which are burned the fragrant logs of piñon pine so famous in the Rocky Mountain regions of Colorado. Steam heat is also abundantly provided. No other hotel in Colorado, indeed, possesses so many conditions to insure comfort as a winter home. On account of the dryness of the air, the climate of Glenwood Springs is ten degrees warmer in winter and cooler in summer than that of most other resorts showing the same range of the thermometer. The hotel is lighted throughout by electricity. The kitchen and its accessories are placed at the rear, completely isolated from the remainder of the house.

The Homeward Journey.

The outward route through the Rocky Mountains to Glenwood Springs having been over the Denver & Rio Grande road, the return trip is to be made by the Colorado Midland Division of the Atchison, Topeka & Santa Fe. From Glenwood Springs eastward the line ascends the valley of the Roaring Fork to Aspen Junction, and then follows the Frying Pan through Red Rock Cañon up to the western base of the Continental Divide. The country is richly wooded and the great mountain peaks,

covered with snow, rear their white heads far above the green of the forests which cover their sides. The course is steadily upward, with many wonderful "horseshoes" in the track. The construction of the original Midland road from Ivanhoe to Arkansas Junction, a distance of eighteen miles, was considered one of the world's greatest feats of railroad engineering. Near Loch Ivanhoe, the source of the Frying Pan, is the western terminus of the new Ivanhoe Tunnel, which was finished last winter. This tunnel is 9,400 feet long, and is exceeded in length only by the Hoosac Tunnel, in Massachusetts, and the Stampede Tunnel, in Washington, among American tunnels. Above Ivanhoe the former route ascended to a still greater elevation, crossing the summit of the range at Hagerman Tunnel, 11,528 feet, or over two miles, above the sea.

After passing Leadville the route follows the Arkansas River to Buena Vista, east of which city it crosses the ridge separating the valley of the Arkansas from that of the Platte, traverses South Park, and thence continues through Granite Cañon, over Hayden's Divide and down Ute Pass to Manitou. From Manitou we continue by way of Colorado Springs and Pueblo, over the main line of the Atchison, Topeka & Santa Fe Railroad to Kansas City. (See page 106.) There will be a halt of a day here, at the Midland Hotel. Thence the party proceeds by way of Chicago and Port Huron to Niagara Falls (page 59), and Boston will be reached Saturday morning, August 11 or September 1.

ITINERARY.

MONDAY, July 23. First Party.

MONDAY, August 13. Second Party.

} *First Day.*—Leave Boston from the Fitchburg Railroad station, Causeway street, at 3.00 P. M., in palace sleeping cars. Members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand baggage must be looked after by the passengers. From Rotterdam Junction westward *via* the West Shore Railroad.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

TUESDAY, July 24. First Party.

TUESDAY, August 14. Second Party.

} *Second Day.*—From Buffalo westward *via* the New York, Chicago & St. Louis ("Nickel Plate") Railroad; arrive in Chicago at 10.30 P. M.; omnibus transfer to The Auditorium, Breslin & Southgate, proprietors.

WEDNESDAY, July 25. First Party.

WEDNESDAY, August 15. Second Party.

} *Third Day.*—In Chicago. Omnibus transfer from the hotel to the Chicago, Rock Island & Pacific station, and leave Chicago for Denver at 10.00 P. M.

THURSDAY, July 26. First Party.

THURSDAY, August 16. Second Party.

} *Fourth Day.*—On the Chicago, Rock Island & Pacific Railway *en route* through Iowa, Nebraska, and Kansas.

NOTE.—Railway time changes at Phillipsburg, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, July 27. First Party.

FRIDAY, August 17. Second Party.

} *Fifth Day.*—Arrive in Denver at 8.25 A. M.; transfer from the Union depot to the Brown Palace Hotel; carriage ride through the finest residence and business sections of the city.

SATURDAY, July 28. First Party.

SATURDAY, August 18. Second Party.

} *Sixth Day.*—In Denver. Transfer from the hotel to the Union depot, and leave Denver, *via* the Denver & Rio Grande Railroad, at 1.45 P. M.; arrive at Colorado Springs at 4.30 P. M. and at Manitou at 4.45 P. M.; to The Antlers, Colorado Springs, or to Barker's Hotel or the Cliff House, Manitou.

SUNDAY, July 29. First Party.	}	<i>Seventh Day.</i> —At Manitou or Colorado Springs.
SUNDAY, August 19. Second Party.		
MONDAY, July 30. First Party.	}	<i>Eighth Day.</i> —At Manitou or Colorado Springs. Carriage ride in the forenoon, visiting the Garden of the Gods, Ute Pass, Rainbow Falls, etc.; transfer to the station of the Manitou & Pike's Peak Railway, and visit the summit of Pike's Peak, leaving the Base station at 1.45 P. M., and returning at 6.05 P. M.
MONDAY, August 20. Second Party.		
TUESDAY, July 31. First Party.	}	<i>Ninth Day.</i> —Transfer from the hotel to the station of the Denver & Rio Grande Railroad, and leave Manitou at 10.15 A. M. and Colorado Springs at 11.00 A. M., proceeding <i>via</i> Pueblo and Cañon City through the Royal Gorge, and later <i>via</i> Leadville, over the Tennessee Pass and through the cañons of the Eagle and Grand Rivers; arrive at Glenwood Springs at 10.14 P. M.; transfer from the station to The Colorado, W. Raymond, proprietor, and A. W. Bailey, manager.
TUESDAY, August 21. Second Party.		
WEDNESDAY, August 1. First Party.	}	<i>Tenth Day.</i> —At The Colorado, Glenwood Springs.
WEDNESDAY, August 22. Second Party.		
THURSDAY, August 2. First Party.	}	<i>Eleventh Day.</i> —At The Colorado, Glenwood Springs.
THURSDAY, August 23. Second Party.		
FRIDAY, August 3. First Party.	}	<i>Twelfth Day.</i> —At The Colorado, Glenwood Springs.
FRIDAY, August 24. Second Party.		
SATURDAY, August 4. First Party.	}	<i>Thirteenth Day.</i> —At The Colorado, Glenwood Springs.
SATURDAY, August 25. Second Party.		
SUNDAY, August 5. First Party.	}	<i>Fourteenth Day.</i> —At The Colorado, Glenwood Springs.
SUNDAY, August 26. Second Party.		
MONDAY, August 6. First Party.	}	<i>Fifteenth Day.</i> —At The Colorado, Glenwood Springs. Transfer to the Colorado Midland station, and at 10.05 A. M. leave Glenwood Springs; cross the Continental Divide <i>via</i> the Hagerman Pass; arrive at Manitou at 7.53 P. M., and at Colorado Springs at 8.20 P. M., and proceed eastward over the Atchison, Topeka & Santa Fe Railroad.
MONDAY, August 27. Second Party.		

NOTE.—Railway time changes at Dodge City, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

TUESDAY, August 7. First Party. } *Sixteenth Day.*— On the Santa Fe route in the State
TUESDAY, August 28. Second Party. } of Kansas; arrive at Kansas City, Mo., at 6.40 P. M.;
transfer to the Midland Hotel, C. G. Baird, manager.

WEDNESDAY, August 8. First Party. } *Seventeenth Day.*— At the Midland Hotel, Kansas
WEDNESDAY, August 29. Second Party. } City; transfer from the Hotel to the Union Depot,
and leave Kansas City *via* the Santa Fe route at 5.10 P. M.

THURSDAY, August 9. First Party. } *Eighteenth Day.*— Arrive in Chicago (Dearborn station)
THURSDAY, August 30. Second Party. } at 9.10 A. M.; leave Chicago from the same station
via the Chicago & Grand Trunk Railway at 2.30 P. M.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, August 10. First Party. } *Nineteenth Day.*— From Port Huron eastward *via*
FRIDAY, August 31. Second Party. } the Southern Division of the Grand Trunk Railway;
arrive at Niagara Falls, N. Y., at 8.40 A. M., and remain until afternoon; leave Niagara Falls at 4.52
P. M. *via* the West Shore and Hoosac Tunnel Route.

SATURDAY, August 11. First Party. } *Twentieth Day.*— Arrive in Boston (Fitchburg Rail-
road station, Causeway street), at 10.20 A. M.


NOTE.—Slight variations from this itinerary may be necessary.

Price of Tickets.

The price of tickets for the excursion described in the foregoing pages is ONE HUNDRED AND EIGHTY-FIVE DOLLARS. This sum covers all needed expenses of the entire round trip from Boston back to Boston, inclusive of the following items: All railway transportation; a double berth (one-half section) in the Pullman or Wagner palace sleeping cars during the railway journeys; hotel accommodations at Chicago, Denver, Manitou or Colorado Springs, Glenwood Springs, and Kansas City; incidental meals at dining stations, hotels, and on dining cars; omnibus transfers in Chicago, Denver, Manitou, Glenwood Springs, and Kansas City; carriage rides in Denver and Manitou; railway ride to the summit of Pike's Peak and return; transportation and care of all checked baggage, and the services of conductors.

Tickets for these excursions should be taken on or before Thursday, July 19, or Thursday, August 9, four days previous to the dates of departure.

The tickets are good to return from Glenwood Springs, Col., until Dec. 31, 1894.

 Tickets for these excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston.



BOOKS OF AMERICAN TRAVEL.

A PARTIAL LIST OF GUIDES FOR THE TRANSCONTINENTAL TOURS.

THE books of travel and adventure relating to the Pacific Coast and to the different parts of the country passed through in the various routes across the continent are legion. Numerous guide-books of a local character may be bought in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental lines. Crofutt's is unquestionably the most comprehensive. The publications of the several railroad companies are generally very useful.

Baedeker's United States (1893) is a new work by that prince of guide-book makers, Karl Baedeker, of Leipsic. It covers all the tourist routes in America, including those on the Pacific coast, and contains, like the European guides issued by the same house, and so highly prized by foreign travelers, numerous maps and plans. It will be mailed to any address on receipt of price, \$3.60.

The Crest of the Continent, by Ernest Ingersoll, is a graphic description of the scenery on the line of the Denver & Rio Grande route.

Over the Range to the Golden Gate, by Stanley Wood, is another excellent work devoted largely to the same route.

The Great Northwest, a guide-book and itinerary for the use of travelers over the Northern Pacific Railroad and its allied lines, is published by Riley Brothers, St. Paul.

Persons desirous of gaining information relative to the ancient ruins in Colorado, New Mexico, Arizona, etc., will find maps and interesting papers by W. H. Jackson

and W. H. Holmes in the *Tenth Annual Report* (Professor Hayden's) of the *United States Geological and Geographical Survey* — the volume for 1876. *The Seventh Annual Report of the United States Geological and Geographical Survey* (for 1873) and the *Smithsonian Institution Reports for 1854 and 1869* also contain articles upon the same subject.

The Round Trip from the Hub to the Golden Gate, by Susie C. Clark, is a new and entertaining account of a journey to the Pacific Coast and back again by a member of one of our excursion parties. Published by Lee & Shepard, Boston.

The Atchison, Topeka & Santa Fe line has issued several excellent descriptive books and folders, which have been prepared with much care by C. A. Higgins, Major Ben C. Truman, and other well-known writers. These relate to Southern California, New Mexico, the Grand Cañon of the Colorado, etc.

The publications of the Northern Pacific Railroad Company, comprising both descriptive books and maps, are almost indispensable to the tourist in the Pacific Northwest, Alaska, and the Yellowstone National Park, as well as to the traveler who simply follows that great railway line. They contain much useful information, and always in the most attractive form.

A History of the Northern Pacific Railroad, by E. V. Smalley, is an account of that great enterprise from the time of its inception, in 1834, to the opening of the road, in 1883.

Dominion of Canada.

There are innumerable books about Canada, but little has been written in book form about the scenery on the Canadian Pacific Railway. The most useful handbook for the traveler is the admirably prepared *Time Table, with Notes*, published by the

company. An illustrated pamphlet entitled *The New Highway to the Orient*, also issued by the company, contains much of interest.

W. H. H. Murray has written a book of travel (1888) entitled *Daylight Land*. It is a glowing account of a journey over the Canadian Pacific Railway.

B. C. 1887, A Ramble in British Columbia, by J. A. Lees and W. J. Clutterbuck, is a book of travel issued in 1888.

Among the Selkirk Glaciers, by William Spottswood Green (London, 1890), is the fullest account of the Selkirk mountains yet published.

California.

The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes, published by the Bancroft Company, San Francisco.

Southern California, by Theodore S. Van Dyke, sets forth the advantages of that region both as a place of interest to the tourist and for permanent residence. *California of the South*, by Walter Lindley, M. D., and J. P. Widney, M. D., is a new work published by D. Appleton & Co., of New York. Other works relating to Southern California are the following: *The Climate of Southern California: Its Relation to Health*, by P. C. Remondino, M. D.; *The Climate of Southern California: Its Relation to Disease*, by W. A. Edwards, M. D.; *Californian Fruits*, by E. J. Wickson; and *Orange Culture*, by A. C. Fish.

The Southern Pacific Company has issued the *Southern Highway, Shasta — the Keystone of California Scenery* (by E. McD. Johnstone), *California Resorts, That Wonderful Country* (for the farmer and fruit-grower), *West by South, Half South*, (by Mr. Johnstone), and a *Climatic Map of California*.

Yosemite: Where to Go, and What to Do, by Lewis Stornaway, can be found at the California book stores.

Handbook of the Lick Observatory, by Professor Edward S. Holden, is invaluable to persons who visit Mount Hamilton.

A Pacific Coast Scenic Tour, by Henry T. Finck, is a recently published book descriptive of scenery from Southern California to Alaska, etc.

Among other books on California are *In the Heart of the Sierras*, by J. M. Hutchings; *Santa Barbara and Around There*, by Edwards Roberts; *Ramona*, by Helen Hunt Jackson; and *California as It Is and Was*, by William H. Thomes (also author of *On Land and Sea* and *Lewey and I*, two books of early adventure on the Pacific Coast).

Wild Flowers of the Pacific Coast and *Wild Flowers of the Rocky Mountains*, by Emma Homan Thayer, are two superbly illustrated books, published by Cassell & Co., of New York. The illustrations are from water-color paintings executed by Mrs. Thayer, and reproduce with fidelity every shade of color in the originals.

Oregon and Washington.

The Wealth and Resources of Oregon and Washington, by C. N. Miller (1889), issued by the Union Pacific Railway Co., is the latest work relating to the Pacific Northwest.

Washington Irving's *Astoria* and Lewis and Clark's narrative of their expedition give interesting accounts of the early explorations in Oregon and other parts of the Pacific Northwest.

The Northwest, an illustrated monthly publication devoted to the Northwest, is issued from St. Paul at \$1.50 per year. E. V. Smalley is the editor and publisher.

Alaska.

The earliest accounts of the region now denominated Alaska are probably to be found in the narratives of the early voyages of Captain Cook and Vancouver, and in J. Von Straehlin's *Account of the New Northern Archipelago* (published in London, 1774). A work by Baron Ferdinand von Wrangel, on the Russian possessions in America, was published in St. Petersburg in 1839.

There are many accounts of Alaska in the United States government reports, and the speeches of Charles Sumner in the Senate (1867) and Nathaniel P. Banks in the House of Representatives (1868) will be perused with peculiar interest. Volume 28 of Hubert Howe Bancroft's *History of the Pacific States of North America* gives an historical sketch of the country, and popular accounts will be found in Hartwig's *Polar World, Hours at Home*, the *Atlantic Monthly* for June, 1867, *Harper's Magazine* for 1867 and 1869, *Lippincott's Magazine* for February and November, 1868, and the *American Journal of Science* for 1867 and 1881.

Appleton's Guide Book to Alaska and the Northwest Coast (1893), by Eliza Ruhamah Scidmore, should be in the hands of every Alaska tourist. It is comprehensive and reliable, presenting the facts travelers desire to know in a connected form, and in a plain and direct manner. It is the only complete guide to Alaska yet published.

Among the later books relating to Alaska are the following:—

Travel and Adventure in the Territory of Alaska, by Frederick Whympere (1869).

Alaska and Its Resources, by William Healey Dall (1870).

Alaska and Missions on the North Pacific Coast, by Rev. Sheldon Jackson, D. D. (1880).

The Seal Islands of Alaska, by Henry W. Elliott (1881).

Among the Alaskans, by Julia McNair Wright (1883).

Fifth Avenue to Alaska, by Edwards Pierrepont (1884).

Along Alaska's Great River, by Frederick Schwatka (1885). Lieutenant Schwatka was also the author of an account of a voyage to Alaska printed in *Wonderland*, a pamphlet issued by the passenger department of the Northern Pacific Railroad in 1886 and subsequently, and devoted to the Yellowstone National Park and the Pacific Northwest.

Alaska, Its Southern Coast, and the Sitkan Archipelago, by E. R. Scidmore (1885).

A Trip to Alaska, by George Wardman (1885).

Our Arctic Provinces, by Henry W. Elliott (1886).

Our New Alaska; or, The Seward Purchase Vindicated, by Charles Hallock (1886).

Report on Education in Alaska, by Rev. Sheldon Jackson, D. D. (1886).

Shores and Alps of Alaska, by H. W. Seton-Karr (1887).

Thirteen Years of Travel and Exploration in Alaska, by W. H. Pierce (edited by Professor and Mrs. J. H. Carruth).

Picturesque Alaska, by Abby Johnson Woodman (1889).

The Ice Age in North America and its Bearings on the Antiquity of Man, by G. Frederick Wright (1889); published by D. Appleton & Co., New York. Chapter II. of this work is devoted to the glaciers of the Pacific Coast, and Chapter III. to Professor Wright's experiences on the Muir Glacier in 1866.

The New Eldorado, a Summer Journey to Alaska, by Maturin M. Ballou (1890). This is one of Mr. Ballou's latest volumes of travels. It is devoted in part to the Yellowstone National Park.

The Wonders of Alaska, by Alexander Badlam, published by the Bancroft Company, San Francisco (1890).

A Woman's Trip to Alaska, by Septima M. Collis (1890).

Alaskana (the legends of Alaska in poetic form), by Dr. Bushrod W. James (1892).

Gulf and Glacier; or, the Percivals in Alaska, by Willis Boyd Allen, published by the D. Lothrop Company, Boston (1892), is a breezy account, in story form, of a trip over the Canadian Pacific Railway to Alaska, and back through the Yellowstone National Park. The route of our excursions is followed throughout, and a vast amount of information is given in an interesting guise.

The Yellowstone National Park.

The latest and most useful handbook for the visitor to the American Wonderland is the *Practical Guide to Yellowstone National Park*, by A. B. Gupstill, illustrated and published by F. Jay Haynes, St. Paul. A pocket edition (50 cents) may be obtained at Mammoth Hot Springs.

The Fifth Annual Report of the United States Geological and Geographical Survey (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the *Twelfth Report* (for 1878). Part II. (503 pages), together with numerous maps, includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park. An interesting paper on the *Formation of Travertine and Silicious Sinter by the Vegetation of Hot Springs*, by Walter Harvey Weed, will be found in the *Ninth Annual Report of the United States Geological Survey* (J. W. Powell, director), for 1887-88; and a paper on *Obsidian Cliffs*, by Joseph P. Iddings of the Survey, appeared in the *Seventh Annual Report* for 1885-86.

The American Encyclopædia, *Johnson's New Universal Encyclopædia*, *Picturesque America*, *Scribner's Magazine* for 1871, '72, and '73, *Lippincott's Magazine* for 1880, *The Southern Magazine* for 1871, *Appleton's Journal* for 1881, *Nature* for 1872, *Cham.*

ber's Journal for 1882, and the *United States Census Report* for 1880, all contain articles relating to the park; and the later works on Geology by Geikie, Dana, and LeConte have scientific references to its marvels.

There are many books of travel relating to the park, and among them are *The Great Divide*, by Lord Dunraven; James Richardson's *Wonders of the Yellowstone*; *Horseback Rides through the Yellowstone Park*, by H. J. Norton; *Camp and Cabin*, by Rossiter W. Raymond; *Rambles in Wonderland*, by Edwin J. Stanley; *A Pilgrimage to Geyser Land; or, Montana on Muleback*, by Ellsworth Spencer; *Rambles Overland*, by Rev. Almond Gunnison, D. D.; and *The New Eldorado* (mentioned above), by Maturin M. Ballou.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part II., pages 427-499).

Mr. Arnold Hague's paper — *Geological History of the Yellowstone National Park* — appears in the "Transactions of the American Institute of Mining Engineers for 1887."

It should be said that some of the books enumerated in the foregoing pages are out of print, and obtainable only in the libraries.

Photographs.

Jackson's Photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the W. H. Jackson Photograph Company, 1615 Arapahoe street, Denver, Col. Catalogues will be sent on application. W. K. Vickery, 108 Grant avenue, San Francisco, is agent in that city for the company.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No.

121 Post street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co.

W. H. Partridge, No. 2832 Washington street, Boston, has a large assortment of Alaska views. Catalogues will be sent on application. These views may be purchased at Sitka, and also views taken by Edward de Groff, a local photographer.

F. J. Haynes, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application.

British Columbia views may be obtained of Notman, Montreal; Ross, Best & Co., Winnipeg; and Mrs. R. Maynard, Victoria.

Mayo & Weed, 332 Sixty-third street (Englewood), Chicago, have probably the best collection of photographs of Mexican life and scenery ever taken, and also many California and Alaska views.



GRAND SUMMER AND AUTUMN TOUR OF 124 DAYS THROUGH Central and Northern Europe

INCLUDING

THE LAND OF THE MIDNIGHT SUN.

DENMARK, SWEDEN, NORWAY (with Steamer Trips from TRONDHJEM to the NORTH CAPE and through some of the most beautiful Fjords), GERMANY, AUSTRIA-HUNGARY, NORTHERN ITALY with its Picturesque Lakes, SWITZERLAND, BADEN, THE RHINE, HOLLAND, BELGIUM, FRANCE, and ENGLAND.

A party of tourists, limited in number, will sail from New York in the splendid North German Lloyd steamship "Havel," Tuesday, June 26, for a visit to the "Land of the Midnight Sun" and a subsequent tour through Switzerland and other delightful sections of Central and Northern Europe. The voyage from Trondhjem to the North Cape will be made in a fine new steamer of the Nordenfjeldske Company, the "Kong Harald," and special trains will convey the travelers over all the railway journeys. Among the interesting places to be visited, in addition to the wonderfully picturesque fjords of Norway, are Bremen, Hamburg, Copenhagen, Stockholm, Trondhjem, Tromsø, Hammerfest (the northernmost town in the world), Bergen, Christiania, Gothenburg, Berlin, Dresden, Nuremberg, Munich, Vienna, Budapest, the Grottoes of Adelsberg, Venice, Milan, the Italian Lakes, the Swiss Lakes and Mountains, Lucerne, Falls of the Giessbach, Interlaken, Grindelwald, Lauterbrunnen, Berne, Lausanne, Chamonix, Geneva, Bale, Falls of the Rhine, Strasburg, Baden-Baden, Heidelberg, Frankfurt, Wiesbaden, the Rhine, Cologne. Amsterdam, The Hague, Rotterdam, Antwerp, Brussels, Paris, Versailles, Fontainebleau, and London.

Descriptive circulars may be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School Street), Boston.

SUMMER AND AUTUMN TRIPS

From Boston to Eastern Resorts -- 1894.

- No. 1, July 3-7.**—The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**
- No. 2, July 9-18.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume, and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$65.00**
- No. 3, July 9-20.**—Hudson River, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**
- No. 4, July 9-13.**—Hudson River, Saratoga, Williamstown, and the Hoosac Tunnel Route. **\$32.50**
- No. 5, July 10-18.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume, and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$62.00**
- No. 6, July 10-20.**—Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 7, July 10-21.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. **\$75.00**
- No. 8, July 10-28.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, Montmorenci Falls, Newport, Vt., Lake Memphremagog, and the White Mountains, including the Franconia Notch,

- Flume, and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, White Mountain Notch, and summit of Mount Willard. **\$125.00**
- No. 9, July 10-21.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$75.00**
- No. 10, July 11-31.**—Moosehead Lake and Mount Kineo House, and a comprehensive tour through the Maritime Provinces, with visits to St. Andrews, Fredericton, the St. John River, and the city of St. John, in New Brunswick; the Annapolis Valley, the Land of Evangeline, Halifax, and the coal regions of Nova Scotia; the beautiful Bras d'Or Lakes of Cape Breton Island; and Charlottetown and Summerside, in Prince Edward Island. **\$125.00**
- No. 11, July 11-20.**—The Green Mountains, including Woodstock, Rutland, and Manchester, Vt., with an ascent of Mount Equinox, and the Berkshire Hills, including Williamstown, Pittsfield, and Lenox, Mass. **\$65.00**
- No. 12, July 12-19.**—The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, Jefferson, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$50.00**
- No. 13, July 16-21.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$38.50**
- No. 14, July 16-27.**—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$70.00**
- No. 15, July 16-20.**—Hudson River, Saratoga, Williamstown, and the Hoosac Tunnel Route. **\$32.50**
- No. 16, July 17-21.**—The White Mountains, including the Franconia Notch, Flume, and Pool, the Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**
- No. 17, July 17-21.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$35.00**
- No. 18, July 17-27.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$67.00**

- No. 19, July 17-25.**—Isles of Shoals, Mount Desert, Green Mountain, Moosehead Lake, Mount Kineo House, Old Orchard Beach, etc. **\$55.00**
- No. 20, July 19-27.**—The Adirondack Mountains, *via* Rutland (including Elizabethtown, Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$55.00**
- No. 21, July 24-30.**—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on Mount Washington, Profile House, Franconia Notch, Flume House, Flume, Pool, etc. **\$40.00**
- No. 22, July 24-August 1.**—The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$60.00**
- No. 23, July 31-August 4.**—The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**
- No. 24, August 6-11.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$38.50**
- No. 25, August 6-17.**—Hudson River, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**
- No. 26, August 6-10.**—Hudson River, Saratoga, Williamstown. and the Hoosac Tunnel Route. **\$32.50**
- No. 27, August 7-11.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$35.00**
- No. 28, August 7-17.**—Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 29, August 7-18.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. **\$75.00**
- No. 30, August 7-25.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St.

Lawrence, Montreal, the lower St. Lawrence, Saguenay River, Quebec, Montmorenci Falls, Newport, Vt., Lake Memphremagog, and the White Mountains, including the Franconia Notch, Flume, and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, White Mountain Notch, and summit of Mount Willard. **\$125.00**

No. 31, August 14-22.— Montreal, the St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$58.00**

No. 32, August 14-25.— Montreal, the St. Lawrence and Saguenay Rivers, Lake St. John, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$75.00**

No. 33, August 20-25.— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$38.50**

No. 34, August 20-24.— Hudson River, Saratoga, Williamstown, and the Hoosac Tunnel Route. **\$32.50**

No. 35, August 21-25.— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$35.00**

No. 36, August 28-September 1.— The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**

No. 37, September 3-12.— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume, and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$65.00**

No. 38, September 3-14.— Hudson River, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**

No. 39, September 3-7.— Hudson River, Saratoga, Williamstown and the Hoosac Tunnel Route. **\$32.50**

No. 40, September 4-12.— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume, and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$62.00**

- No. 41, September 4-14.**—Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 42, September 4-10.**—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on Mount Washington, Profile House, Franconia Notch, Flume House, Flume, Pool, etc. **\$40.00**
- No. 43, September 4-12.**—The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$60.00**
- No. 44, September 4-15.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. **\$75.00**
- No. 45, September 4-22.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, Montmorenci Falls, Newport, Vt., Lake Memphremagog, and the White Mountains, including the Franconia Notch, Flume, and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, White Mountain Notch, and summit of Mount Willard. **\$125.00**
- No. 46, September 4-15.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$75.00**
- No. 47, September 5-25.**—Moosehead Lake, Mount Kineo House, and a comprehensive tour through the Maritime Provinces, with visits to St. Andrews, Fredericton, the St. John River, and the city of St. John, in New Brunswick; the Annapolis Valley, the Land of Evangeline, Halifax, and the coal regions of Nova Scotia; the beautiful Bras d'Or Lakes of Cape Breton Island; and Charlottetown and Summerside, in Prince Edward Island. **\$125.00**
- No. 48, September 10-15.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$38.50**
- No. 49, September 10-21.**—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$70.00**

- No. 50, September 10-14.**— Hudson River, Saratoga, Williamstown, and the Hoosac Tunnel Route. **\$32.50**
- No. 51, September 11-15.**— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Burlington, Vt. **\$35.00**
- No. 52, September 11-21.**— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$67.00**
- No. 53, September 11-15.**— The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**
- No. 54, September 12-21.**— The Green Mountains, including Woodstock, Rutland, and Manchester, Vt., with an ascent of Mount Equinox, and the Berkshire Hills, including Williamstown, Pittsfield, and Lenox, Mass. **\$65.00**
- No. 55, September 13-21.**— The Adirondack Mountains *via* Rutland (including Elizabethtown, Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$55.00**
- No. 56, September 18-24.**— The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on Mount Washington, Profile House, Flume House, Franconia Notch, Flume, Pool, etc. **\$40.00**
- No. 57, September 20-October 3.**— Fall River Line to New York, thence *via* Harrisburg to the Battlefield of Gettysburg, Blue Mountain House, Harper's Ferry, Shenandoah Valley, Luray Caverns, Grottoes of the Shenandoah, the Natural Bridge of Virginia, Valley of the James River, Richmond, Old Point Comfort, and Washington, D. C.; and homeward *via* Baltimore, Philadelphia, and New York. **\$85.00**
- No. 58, September 25-October 3.**— Fall River Line to New York, thence *via* Harrisburg to the Battlefield of Gettysburg, Hagerstown, Harper's Ferry, and Washington; with a return *via* Baltimore, Philadelphia, and New York. **\$45.00**

ALASKA VIA THE CANADIAN PACIFIC RAILWAY.

PARTIES will leave Boston July 9 and 23 for two unsurpassed tours of 48 days over the most picturesque routes in the world. The outward journey from ocean to ocean is to be by the Canadian Pacific Railway, and the return by the Northern Pacific Railroad, with a week in the Yellowstone National Park.

ANNUAL WINTER TRIPS TO CALIFORNIA.


OUR annual series of winter tours to the Pacific Coast, intended especially for the accommodation of persons who desire to make extended sojourns at the various California resorts (although equally available for shorter trips), will begin in October, and continue at short intervals through November, December, January, February, and March. Magnificent trains of vestibuled Pullman palace cars, with Pullman palace dining cars, are brought into requisition for all the tours, affording for the entire journey accommodations not otherwise attainable. A choice of routes both ways is given, and the tickets may be used returning independently. Full details will be announced at an early date in our book, "A Winter in California."

TOURS THROUGH MEXICO.

OUR excursions through Mexico, which have proved so popular during the past nine years, will be resumed in January. As the facilities for travel in that interesting country are increased, we shall add to the attractiveness of these tours. There will be two or three trips to include California, and one or more with a return direct from Mexico, without the visit to California.

EXCURSION TO THE HAWAIIAN ISLANDS.

OUR seventh annual trip to the Sandwich Islands will take place in the early spring of 1895, the party sailing from San Francisco. Particulars of the tour will be given in the circular of Winter Trips to California.

 Descriptive books, tickets and all required information can be obtained of

RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston.

LIST OF RAYMOND & WHITCOMB'S OFFICES.

BOSTON OFFICE, 296 Washington Street, opposite School Street.

New York Office : 31 East Fourteenth Street, corner of Union Square, Raymond & Whitcomb.

Philadelphia Office : 20 South Tenth Street (Mutual Life Ins. Building), Raymond & Whitcomb.

Chicago Office : 103 South Clark Street, corner Washington Street, E. H. Hughes, Agent.

AGENTS ON THE PACIFIC COAST.

For Southern California : Charles C. Harding, Agent, 138 South Spring Street, Los Angeles, previous to December 15; The Raymond, East Pasadena, Cal., December 15 to April 15.

San Diego Office : Hotel del Coronado, Edward T. Ryder, Agent.

Los Angeles Office : 138 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

San Francisco Offices : Room 88, Crocker Building, opposite Palace Hotel, Carroll Hutchins Agent (during Winter and Spring); and also 36 Montgomery Street (corner Sutter Street), Clinton Jones, Agent.

Portland (Or.) Office : 121 First Street, corner Washington Street, A. D. Charlton, Agent.

AGENTS IN EUROPE.

We have recently completed arrangements whereby persons in Europe can join any of our American tourist parties, and be supplied with tickets inclusive of all incidental expenses from their point of departure. Our representatives abroad are the Compagnie Internationale de Voyages, 25 Rue de la Paix, Paris, and the agents of the Compagnie Internationale des Wago's Lits et des Grands Express Européens, under whose direction sleeping cars and dining and restaurant cars are run over all the important railway lines throughout Europe. All required information may be obtained at any of the agencies of the company, where tickets and sleeping-car berths for the European journey, steamship accommodations, etc., may also be secured.

Persons residing in America, and having friends abroad who are likely to be interested in these excursions, are requested to send addresses to us, in order that descriptive circulars and other information may be forwarded.

List of Foreign Agencies.

Paris.—COMPAGNIE INTERNATIONALE DE VOYAGES, 25 RUE DE LA PAIX; ALSO, THE OFFICES OF THE COMPAGNIE INTERNATIONALE DES WAGONS LITS ET DES GRANDS EXPRESS EUROPÉENS, 3 PLACE DE L'OPERA; TICKET OFFICE OF HOTEL TERMINUS; TICKET OFFICE AT THE GARE DU NORD; AND THE BUREAU OF THE CHIEF INSPECTOR OF THE SERVICE, 46 RUE DES MATHURINS.

London.—14 COCKSPUR STREET, TRAFALGAR SQUARE, S. W., HENRY M. SNOW, LONDON MANAGER OF THE INTERNATIONAL SLEEPING-CAR AND EUROPEAN EXPRESS TRAINS COMPANY. BRANCH OFFICE, 3, 4 and 5 GRACECHURCH STREET, E. C.

Vienna.—15 KARNTHNER RING.

Berlin.—69 UNTER DEN LINDEN.

Rome.—31 AND 32 VIA CONDOTTI.

ALGERIA.

- Algiers.**—Office of the Compagnie Generale Transatlantique.
Oran.—Office of the Compagnie Generale Transatlantique.
Tunis.—Office of the Compagnie Generale Transatlantique.

AUSTRIA-HUNGARY.

- Agram.**—Ticket Office of the Hungarian State Railways
Brasso.—Henri Aronsohn, Chief of the Bureau des Voyageurs, Hungarian State Railways.
Budapest.—Schenker & Company, 2 Wagasse; and M. Schwimmer, official agent of the Hungarian State Railways, Grand Hotel.
Carlsbad (Bohemia). Rudolph Mayer, Bureau des Voyageurs.
Clousembourg.—Bureau des Voyageurs, Hungarian State Railways.
Herculesbad.—Office of Direction of the baths.
Marienbad (Bohemia).—Stingl & Stern.
Prague (Bohemia).—Schenker & Company, 21 Heuwags-platz.

BELGIUM.

- Brussels.**—Hotel de Belle-Vue; and central office of the *Independence Belge*, 65 and 67 Rue de l'Ecuyer.
Liege.—M. Crahay, Rue de l'Université.

BULGARIA.

- Sofia.**—Schenker & Company.

ENGLAND.

- Birmingham.**—M. Lavery, 137 New street.

- Liverpool.**—Thomas Meadows & Co., Water street.
Manchester.—Thomas Meadows & Co., Piccadilly.
Portsmouth.—M. M. Curtiss & Sons.
Ryde (Isle of Wight).—Curtiss & Sons.

FRANCE.

- Aix les Bains.**—M. Mermoz, Place du Revard.
Bagneres de Luchon.—M. Lafont, library, 61 Allée d'Etigny.
Biarritz.—M. Delville, Place de la Mairie.
Bordeaux.—Office of the Compagnie des Chemins de Fer du Midi, 10 Cours du 30th Juillet; and the Agence Lubin, 40 Cours du Chapeau Rouge.
Calais.—Railway station on the Pier (Gare Maritime); and 15 Rue de l'Etoile.
Cannes.—63 Rue d'Antibes.
Cauterets.—8 Avenue du Mamelon Vert.
Chalons-sur-Marne.—14 Rue de Marne (office of Chemins de Fer de l'Est).
Clermont-Ferrand.—At the Railway station.
Havre.—M. R. Odinet, armateur, 4 and 14, Rue Ed. Larue.
Hendaye.—At the Railway station.
Hyerres.—M. Fugairon, 6 Avenue Alphonse Denis.
Luchon.—M. Lafont, library, 61 Allée d'Etigny.
Lyons.—Grand Hotel Collet; and at the Railway station.
Marseilles.—12 Rue de la Republique; and at the Railway station.
Mentone.—M. Massiera, 14 avenue Victor Emmanuel.
Monte Carlo (Monaco).—Hotel de Paris.
Nancy.—31 Rue Gambetta (Compagnie Chemins de Fer de l'Est).

Nice.—2 Quai Massena.
Pau.—M. Malan, 20 Rue Latapie.
Royat.—M. Carreau, Bureau de Renseignements,
Parc de Royat.

GERMANY.

Cologne.—No. 10 Domhof.
Frankfort-on-the-Main.—1 Kaiser strasse.
Hamburg.—Hamburger Hof, 6 Grosse Bleichen.
Homburg.—Messrs. Schöffenfels & Company.
Lemberg.—Office of the Carl-Ludwigsbahn.
Munich.—At the Central Railway station.
Neustrelitz.—At the Railway station.
Strasburg.—At the Railway station.
Wiesbaden.—Schöffenfels & Co., Hotel Eng-
lischer Hof, 11 Kronzplatz.

GREECE.

Corfu.—Gazzi Freres, Grand Hotel d'Angleterre
et Belle-Venise.

HOLLAND.

Vlissingen (Flushing).—At the Railway station
on the Pier.

ITALY.

Bordighera.—M. Berry, Casa Balestra.
Brindisi.—Office of the Peninsular and Oriental
Steamship Company.
Florence.—At the Railway station.
Genoa.—Gondrand Freres, at the Railway sta-
tion.
Messina (Sicily).—Orlandi, Bonfiglio & Com-
pany.

Milan.—At the Railway station; Gondrand
Freres, 24 Galerie Victor Emmanuel; Grand
Hotel Milan; and Grand Hotel Continental.

Naples.—M. Grimaldi, Santa Brigida and 288
Via Riviera di Chiara; and at the Railway
station.

Palermo.—E. Ragusa, proprietor of the Hotel
des Palmes.

San Remo.—M. Benecke, 15 Rue Victor Em-
manuel.

Turin.—At the Railway station.

Venice.—At the Railway station.

Ventimiglia.—M. Massiera, Place de la Gare.

PORTUGAL.

Lisbon.—Rua do Principe; and at the Railway
station.

Oporto.—City railway ticket office, 100 Rua Sa
da Bandeira; and at the Railway station.

ROUMANIA.

Bucharest.—Grand Hotel du Boulevard; city
railway ticket office; and Gare du Nord; and
city ticket office of the Royal Railways.

Galatz.—Grand Hotel Metropole.

Jassy.—Grand Hotel Trajan.

RUSSIA.

Graniza.—Messrs. Reicher & Company.

Moscow.—Maison Tschischoff, Boulevard
Strastnoy.

St. Petersburg.—7 Grand Morskaia.

Varsovie.—2 Rue Kotzebue; and at the Rail-
way station.

Wirballen.—At the Railway station.

SCOTLAND.

Edinburgh.—J. & H. Lindsay, 31 Princess street.

Glasgow.—Thomas Meadows & Co., 10 South Hanover street.

SERVIA.

Belgrade.—St. Georges Petrovits, Chief of the city railway ticket office.

SPAIN.

Barcelona.—Hotel des Quatre Nations.

Brun.—At the Railway station.

Madrid.—1 Puerta del Sol.

Seville.—Grand Hotel de Madrid.

SWITZERLAND.

Basle.—Opposite the Railway station, No. 19.
Geneva.—28 Grand Quai; and at the Railway station.

Lausanne.—M. M. Ruffieux & Ruchonnet, 14 Place St. François.

Montreux.—M. M. Ruffieux & Ruchonnet, Avenue du Kursaal.

Zermatt.—M. M. Ruffieux & Ruchonnet, à coté de la Poste.

Zurich.—Messrs. Hirschhorn & Grob, bankers, 85 Rue de la Gare.

TURKEY.

Constantinople.—130 Grand Rue de Pera.

Salonique.—M. Theodore Chavanis.





Haynes — Photo.

GRAND CANON AND FALLS OF THE YELLOWSTONE,
Yellowstone National Park.